NOV 28 '50

ATLANTIC FISHERMAN

NOVEMBER
1950

Columbian's everything you need for a tough haul — resilient — waterproof — durable. Stands up under the severe test of fishing fleet action — because it's quality controlled, quality tested, from the Philippine plantations till it's packaged for shipment. Be Sure — insist on Columbian.

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There is no finer rope!

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COLUMBIAN
TWINES

Boston Office and Warehouse — 38 Commercial Wharf

POWERED FOR PROFITABLE FISHING!

The *Three Brothers*, owned by Mike Iaconeta of Portland, Maine, relies on a "Cat" D318 Marine Engine to take her out and get her back. This 80-HP. engine turns a 38-inch x 30-inch propeller, driving the 45-foot gill netter at a 10-knot clip.

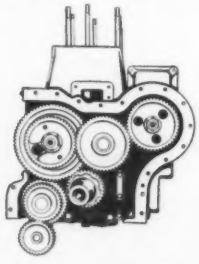
Like all "Cat" Diesel Marine Engines, the horsepower of the D318 is *honestly* rated. What's the advantage of this? When you specify a "Cat" for your boat, you can count on its delivering all the power advertised *at the propeller*. And "Cats" have many other advantages. They're easy to start. They're foolproof and foul-proof—so simple to operate a novice can handle them with little instruction. They're famous for dependability, thus leaving you free to concentrate on the catch. And they burn low-cost, non-premium fuel, cutting your bills to the minimum. All this adds up to power that helps underwrite profitable fishing.

"Cat" Marine Diesels are available in 10 sizes to 400 HP. Your "Caterpillar" dealer is on duty 24 hours a day to answer your call with *dockside* service.

CATERPILLAR, PEORIA, ILLINOIS
REG. U.S. PAT. OFF.

Off for a "Caterpillar" catch! A "Cat" D318 Marine Engine delivers *dependable* power for the *Three Brothers*.

LOOK UNDER THE HIDE



Pressure-lubricated "Caterpillar" timing gears are of wide-faced, helical design. Select steels and heat treatment methods are carefully matched to the type of service expected. Timing gears are upset forged ... turned, shaped and shaved to average within 50-millionths of an inch of true surface smoothness. Look under the hide for "Caterpillar" quality. You'll find it in every detail.

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Marine Engines

NYLOCK* Netting *(Specially processed 100% NYLON)* more than pays for itself in a few short months

Read what MR. E. M. SIDDALL *of Earleejune Fish Co.–producers, packers and suppliers of fishing equipment–of Dunville, Ontario, Canada, says about his experience with* NYLOCK *nets:*

"Our Nylock nets cost more than ordinary nets to begin with, but in only a few months they have more than paid for themselves. Comparing them today with ordinary nets, we know we can look forward to measurably longer service.

Furthermore, since the Nylock nets do not have to be hauled out for drying our labor costs have gone down and our investment in extra nets has likewise dropped.

Nylock nets are not affected by red slime and, under normal conditions, they completely eliminate loss due to combustion."

6 ways Nylock Netting saves money for Fishermen

1. **Catches are bigger!** Consistent reports from fishermen reveal that NYLOCK nets pull in from 3 to 12 times as many fish.
2. **No drying!** NYLOCK can be kept in continuous service. One net does the work of three.
3. **No preservatives!** Saves you time, money, materials.
4. **Stronger, lasts longer!** Unaffected by mildew, fungus, oil, gasoline, etc.
5. **Lighter, easier to handle!** Takes less manpower and less horsepower to haul NYLOCK nets.
6. **Specially treated for sunlight resistance!**

For further information . . . write, wire or phone one of the following manufacturers who use NYLOCK Nylon exclusively for all their Nylon Fish Netting:

R. J. EDERER and subsidiaries–540 Orleans St., Chicago, Ill.–Unity and Elizabeth Sts., Philadelphia, Pa.

THE FISH NET & TWINE CO.–310-312 Bergen Ave., Jersey City, N. J.

MOODUS NET & TWINE INC.–Moodus, Connecticut

A. M. STARR NET CO.–East Hampton, Connecticut

JOSEPH F. SHEA, INC., Successor John S. Brooks, East Haddam, Connecticut

Be Sure to Specify NYLOCK When Ordering Your Nylon Netting

Smaller sizes of NYLOCK (#34 #46A and #104) are still in short supply. Larger sizes (#69 #139 #208 #277 #346 and Salmon twine) are available, however. If your supplier cannot meet your requirements, please write direct to Brownell & Company, Moodus, Conn. who will be glad to help you.

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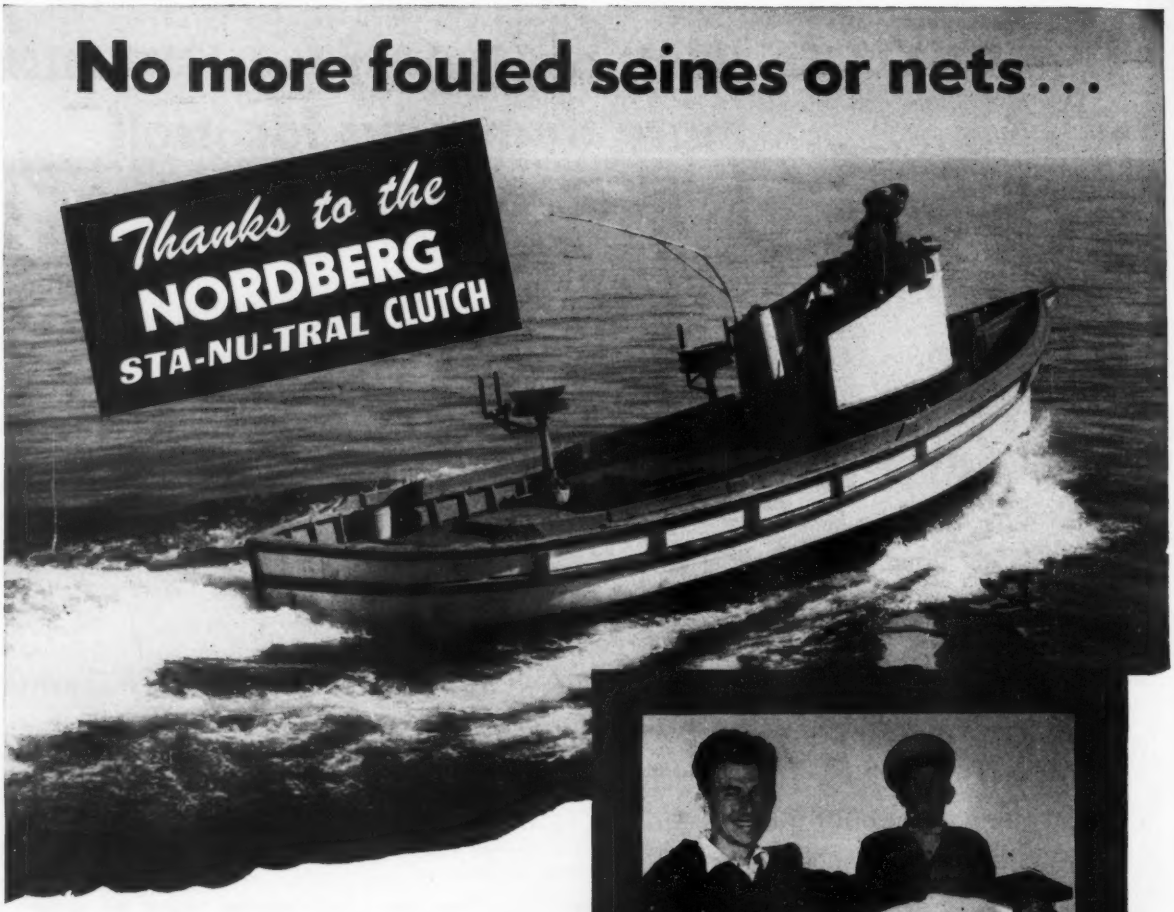
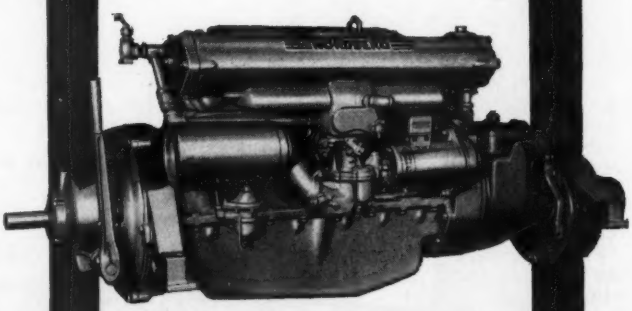


AROUND Santa Cruz, California, sardine fishermen have to be mighty careful to see that turning propellers don't foul their expensive seines. Now, thanks to the ***STA-NU-TRAL*** Clutch available with Nordberg Gasoline Marine Engines, this danger of tearing seines or nets is practically eliminated . . . because propellers are stopped *dead,* even while the engine is operating the front-end clutch power take-off used to handle the seine rolls.

Here, then, is a *plus* value you get only with dependable Nordberg Gasoline Marine Engines. See your Nordberg Marine Representative for full details, or write for a copy of *Bulletin 143-B.*

NORDBERG MFG. CO.
MILWAUKEE 7, WISCONSIN G550

The 28 ft. Santa Cruz sardine boat SONNY BOY is owned and operated by C. "Trouble" Ghio (right), with the help of his son, John (left). Boat is powered with a Nordberg Model 230, driving a 23" x 18" wheel through a 2.44:1 reduction gear.



NORDBERG Gasoline Marine Engines are built in 3 heavy-duty models, from 50 to 135 H.P. for direct drive or with reduction gear ratios of 1.88, 2.44, 3.32 and 4.12 to 1.

BUSCH-SULZER A DIVISION OF NORDBERG

NORDBERG

DIESEL and GASOLINE ENGINES

Timely Statistics are Necessary Adjunct to Industry Planning

It is gratifying to learn that as a result of an increase of $40,000 in appropriations for statistical activities this year, the U.S. Fish & Wildlife Service is resuming its statistical surveys in the South Atlantic, Great Lakes and Mississippi River areas.

Information to be compiled will provide data on the number of fishermen and fishing craft, quantity of fishing gear operated, volume and value of catch, and production of manufactured fishery products.

Among the important species to be covered in the South Atlantic Survey will be shrimp, mackerel and mullet. Great Lakes varieties will include herring, whitefish, yellow perch, trout and others. On the Mississippi, the catch of buffalo, carp, catfish, bullheads, paddlefish, suckers and sheepshead will be analyzed.

This will be the first complete survey of South Atlantic States since 1945, first on the Great Lakes since 1940, and the first of the Mississippi since 1931. Statistical field offices are being established at Morehead City, N. C.; Miami, Fla.; Ann Arbor, Mich.; and at Mississippi River points.

The availability of up-to-date information regarding the scope of the fisheries is important not only to the industry, but also to the Government, particularly in times of emergency.

It is impossible to accurately gauge the role of the fisheries as a supplier of food without production statistics. Likewise it is difficult to promulgate regulations that may be necessary in allocating critical materials unless data on the use of fishing equipment is obtainable.

Another important use of statistics is in connection with biological and technological studies by State and Federal agencies. For example, the collection of information on the Great Lakes will be tied in with the current lamprey eel investigations, and will be a valuable asset to this program. Any regulations for the conservation and development of fisheries, to be effective, must be based on timely catch statistics.

The Tariff Commission, State and Commerce Departments, Federal Trade Commission and Bureau of Statistics require such information for use in formulating tariff regulations and in fulfilling other Government functions required by law.

The industry needs data on production and equipment as an economic guide in planning and evaluating development and expansion programs. Statistics on types and quantity of fishing gear employed are of importance to manufacturers serving the fisheries. By knowing the needs of the industry, such firms can develop new and improved products which will be of benefit in bringing about more efficient production.

It is hoped that in the future, the collection of fishery statistics can be maintained on an annual basis for all sections. While economy in Government expenditures is desirable, the comparatively small outlay needed to survey the fisheries would seem to be a good investment. Because of the fact that such information should be of an impartial nature, it is logical for the Government to render statistical service.

Federal appropriations for research and survey activities in the commercial fisheries are small in comparison with programs carried in many other fields. For instance, the Government's average annual appropriations provide $7.04 for each ton of farm products, but only 82c for each ton of fishery products. It is estimated that the Canadian Government this year will spend for fisheries work the equivalent of $103 for every fisherman, while the United States will spend $38 per fisherman.

By having up-to-date information on the operation of the fisheries, the industry will have an overall picture of trends in the catch and in production facilities. As a result, future operations can be planned on a more scientific basis. Government agencies will be able to make a more realistic approach in determining the research and regulatory needs of fishery resources.

ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

The Magazine for Fish and Shellfish Producers On Atlantic Coast, Gulf of Mexico, Great Lakes

VOL. XXXI NOVEMBER 1950 NO. 10

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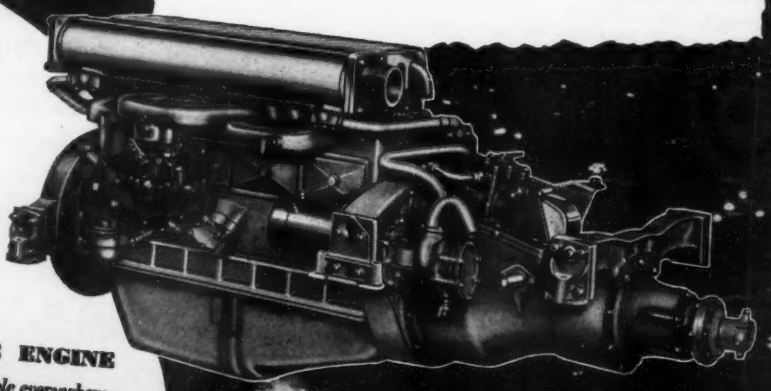

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Parts and Service quickly available everywhere.

The "Betty R. Hansen," owned by Ernest H. Rodenberg, along the dock of the O.A. Huf Co., Gulf Marine Dealer, Wildwood, New Jersey.

"No signs of wear, practically no sludge after 3 years with Gulfpride-Diesel"

——————— says the owner of "Betty R. Hansen"

"When I tore down my 165 hp G.M.C. Diesel engine recently, I found no signs of wear," says Ernest H. Rodenberg. "And although the 'Betty R.' has worked steadily and hard over the past 3 years, there was practically no sludge on piston rings, oil screen, or pan. This explains why I'm completely sold on Gulfpride-Diesel, the oil used during this entire 3-year period."

Ernest H. Rodenberg is typical of the scores of fishing boat operators who spend a few cents more per gallon of oil to save a lot of maintenance dollars.

Gulfpride-Diesel, the world's finest for marine Diesel engines, is refined by Gulf's exclusive Alchlor Process, then compounded with the proper type and amount of detergent-dispersant additives.

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A CENTURY OF CONFIDENCE

Sounding-Lead

DEFENSE FISHERY AUTHORITY Certain priority, allocation, claimant, requisitioning, and other functions under the Defense Production Act, as related to fish production, have been delegated by the Secretary of Agriculture to the Secretary of Interior. In general, the delegation enables the Secretary of the Interior to encourage production of fishery commodities to fulfill requirements for military, essential civilian, and foreign needs as may be determined by the Secretary of Agriculture.

Claimant and requisitioning functions, if used, will be coordinated between the two Departments. The Secretary of Agriculture retains responsibility for tin container supply and materials and facilities used in common for processing fish and other foods, and for procurement and distribution actions which might be necessary.

The delegation announced will insure full utilization of the technical knowledge and experience of the fishery staff of the Department of the Interior in the production of necessary fishery products.

OYSTER INSTITUTE DIRECTOR David H. Wallace, former chairman of the Maryland Commission of Tidewater Fisheries, has been appointed to serve as director of the Oyster Institute of North America. Mr. Wallace, who was selected for the position by a committee composed of three members of the Oyster Growers and Dealers Association, will assume his duties immediately.

Mr. Wallace is a trained fisheries worker, having an M.S. degree in marine zoology from the University of Maryland. For five years he was engaged in fisheries research at the Chesapeake Biological Laboratory, Solomons, Md. In 1941 Mr. Wallace was appointed Administrative Assistant in the Maryland Department of Fisheries. He was promoted in the organization until he was named chairman in April, 1949. Mr. Wallace has been active in fisheries research and fisheries administration in Maryland for the past 13 years.

FISHERY APPOINTMENTS Leroy S. Christey has joined the Fish & Wildlife Service staff of the Office of Foreign Activities, where he will be assigned for a period of approximately two months to assist in planning Point Four Programs. He later will receive a foreign assignment as head of a technical fishery mission.

Christey has formerly served as Deputy Administrator of the Philippine Fishery Program of F&WS, and has occupied positions in the Service's Branch of Commercial Fisheries, the Office of Coordinator of Fisheries, and SCAP's Fisheries Division in Tokyo.

President Truman has appointed Dr. Hilary J. Deason, Fish & Wildlife Service, to be the Deputy U. S. Commissioner on the International Whaling Commission. Dr. Remington Kellogg, Director of the U. S. National Museum, is the United States Commissioner.

ECA AUTHORIZATIONS ECA has authorized $400,000 for the Federated Republic of Germany to purchase fish oil from the United States or its territories and possessions. A total of $20,000 has been authorized for the purchase of whale oil and fish oils for France.

On October 12, ECA allocated $175,000 for Greece to purchase canned fish from the United States or its possessions. Excluded from the fishery items that Greece can buy with the funds are shrimp, crabmeat, lobster, salmon, or tuna.

Reginald Fiedler is back in Korea to aid that country in rehabilitating its fisheries under the Economic Cooperation Administration, after a temporary sojourn to Indonesia where he was on loan during the invasion by the Korean Reds. Since fishing is one of the more important industries of Korea, ECA is taking hasty steps to

speed up production. The ECA will be responsible for providing equipment, supplies, and advisory aid required to maximize the output of Korean fisheries resources.

EUROPEAN MARKETING STUDY The chief of the Economics and Statistics Branch of the FAO Fisheries Division, G. M. Gerhardsen, has been assigned to the Organization for European Economic Cooperation to head a group conducting an examination of the factors hampering the marketing of fish in Europe.

The apparent overproduction of fish in Europe, as compared with actual demand, has become a matter of great concern. Although the fish which have been caught have been disposed of in some way or another, the outlets have been of an unstable character.

ICELANDIC OFFSHORE LIMIT A new Icelandic Government regulation establishing a 4-mile conservation zone off Northern Iceland has gone into effect. However, it will not apply to British trawlers until October, 1951, when the Anglo-Danish Convention of 1901 is due to expire. The British trawlers are thus permitted to fish up to the 3-mile limit as prescribed by the 1901 Convention, an area in which even Icelandic trawlers are precluded from operating.

It is understood that the British Government has informed Iceland that it is unable to accept the 4-mile limit and has suggested that the question of exclusive fishery limits for the Icelandic coast be a subject of discussion between the two countries.

EFFECT OF ELECTIONS The November 7 elections will result in few changes in the House Committee on Merchant Marine and Fisheries. Robeson, Virginia Democrat, replaced Judge Bland, deceased, and California Democrat Shelley replaced Hare of South Carolina, who was defeated in the primaries. A Republican vacancy exists because Lichtenwalter of Pennsylvania did not run.

Michigan Congressman Lesinski, chairman of the House Labor Committee and author of the Wage and Hour Amendments which would eliminate fisheries exemption, was reelected. However, Senator Thomas of Utah, champion of Administration labor bills, was defeated.

The Brannan Plan of farm subsidies, which the National Fisheries Institute strongly attacked, is reported to have no chance of enactment because of the voters' swing away from candidates who supported the plan.

In view of the upsets among many labor-supported candidates, it is felt that Senator Magnuson of Washington, who was reelected, may not be anxious to push his fishermen's subsidy bill which was union-sponsored.

Democratic Congressman Kilday of Texas who introduced the bill to eliminate the use of the exempt truck for transporting fish, was reelected. Congressman Lynch of New York, who co-sponsored a boat tax bill with Congressman Jackson of Washington, will not be back, although Jackson will.

Republican Seeley-Brown of Connecticut, who was out of the last Congress, was elected this year, and may again get a seat on the Merchant Marine and Fisheries Committee. Congressman Peterson of Florida, long-time friend of the fisheries, has retired, but William Bates of Massachusetts will be back to help the cause of the industry.

MARKETING CONDITIONS A generally favorable period for the marketing of fishery products during the remainder of 1950 was forecast in the quarterly outlook report released recently by the Fish & Wildlife Service's Branch of Commercial Fisheries. Active markets for most edible fishery products can be expected, with demand at a higher level than in the same period of 1949.

Supplies of frozen shrimp, canned tuna, Maine sardines, cod fillets, and whitefish will be abundant. Among fishery products which will not be in good supply are canned salmon, pollock fillets and croakers.

The marketing of large supplies of meat and poultry will cause occasional weakening in prices for those

(*Continued on page 45*)

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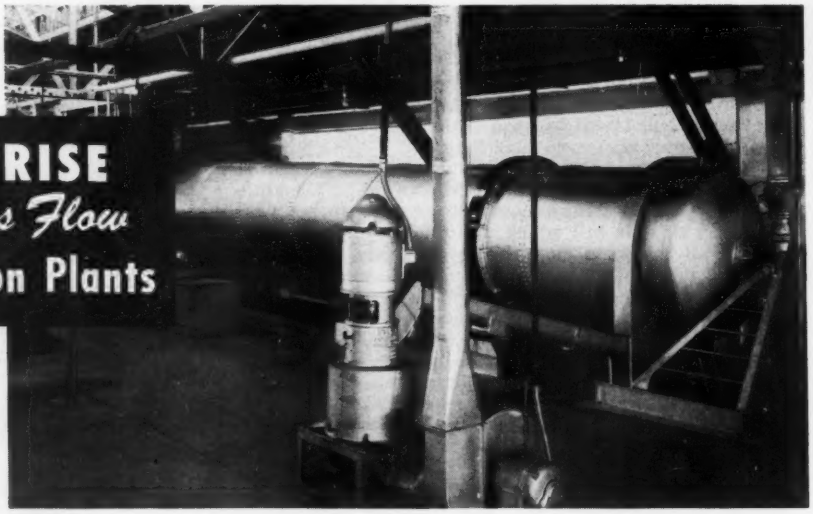

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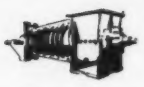

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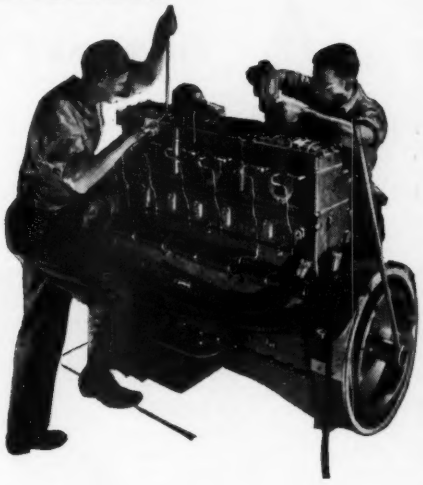

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Current Research on Hard-Shelled Clams

Rhode Island Studies Expected to Reveal Conditions Necessary for Long-Range Maximum Quahaug Production*

A QUAHAUG productivity study, which has as one of its main objectives the determination of the physical and biological conditions necessary to maintain an area at maximum production over a long period or to restore a depleted area, is underway in Rhode Island. Other aims of the program are as follows:

1. To determine if an understanding of any of these conditions can be utilized to maintain production or overcome depletion.
2. To develop methods which may be used by other conservation agencies to attack problems of quahaugs in their own localities.

Rhode Island was selected as the location for these studies of quahaugs after extensive contact with members of the industry. Two coastal surveys were made from Maine to Florida. Dealers and fishermen were interviewed and problems of the industry discussed. Rhode Island was finally selected as the central area, and permanent headquarters for hard clam research were established. Rhode Island offered four inducements:

1. The area is highly productive and has an intensive quahaug fishery.
2. The productive areas are small enough to be easily and intensively studied and for the most part are sheltered for maximum working efficiency.
3. The Narragansett Marine Laboratory extended the use of research facilities, office and laboratory space and a vessel, and is conducting cooperative studies.
4. The proximity to the other Clam Investigations units at Newburyport, Mass. and Boothbay Harbor, Me. permits more frequent meetings of investigation personnel for exchange of ideas and for more efficient administration.

Greenwich Bay Survey

Greenwich Bay was selected as the outdoor laboratory for the productivity studies. The Bay is located on the western side of Narragansett Bay about thirteen miles from the ocean. The total area is approximately 2700 acres, and maximum depths range from 10 to 25' at flood tide.

For many years Greenwich Bay has been one of the best quahaug-producing areas in the State and supports about 20 full-time bull-rake and tong fishermen. During the Summer this number is more than doubled. Eight shellfish dealers are located around the Bay, but one dealer handles more than three-quarters of the catch.

The first survey of Greenwich Bay was begun June 12, and a study was made of the nature of the bottom and the numerical and size distribution of quahaugs. A grid of stations 600' apart was laid down over the area. Samples were taken at these stations with a construction type clam-shell bucket. The bottom material was screened and the quahaugs counted and measured.

This survey was to be repeated again in September, and in each succeeding Spring and Fall for at least two more years. From these repeated surveys it is hoped to be able to estimate the rate at which quahaugs are being removed by the fishery and the rate at which they are being replaced by natural spawning. If success is obtained in developing the estimate, the next step will be to determine the maximum annual removal coincident with sustained production.

Preliminary analysis of the survey data showed the Bay to be divided roughly in half by two types of bottom. The western half is predominantly sticky mud, and the eastern half principally sand, with small areas of shell mixed with sand. Approximately two-thirds of the Bay appears to be producing quahaugs. Most of the small (under legal size) quahaugs are concentrated in the western part. "Neck" size clams are found in patches all over the Bay, while "large" quahaugs are located predominantly in the eastern part.

One of the outstanding preliminary observations of the survey was the irregularity of distribution of the clams. The centers of heavy concentration were small and widely scattered over the Bay. This confirms evidence obtained from interviewing fishermen, and is probably characteristic for most quahaug-producing areas of Narragansett Bay.

Effect of Tidal Currents

Studies were begun in July to determine the possible relation of tidal currents to the distribution, setting and survival of larval quahaugs. It was desired to determine whether the populations in Greenwich Bay were self-sustaining, or if larvae could be brought in from other closely adjacent areas of Narragansett Bay. Sheet-metal crosses were supported at different depths from small cork floats to determine the direction and rate of flow of the water at different levels. These were followed for entire tidal cycles, and the movements plotted on charts of the area.

Plankton samples were taken three times a week at two locations in the Bay to study occurrence of larvae. A heavy spawning apparently occurred in late June, but only a small number of larvae have been found since that time.

An interview system has been started on Greenwich Bay to estimate the extent of removal by the commercial fishery. To obtain maximum accuracy, the men are ques-

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Left to right: Francis W. Sargent, Director of Marine Fisheries for the Massachusetts Conservation Department; Harry J. Turner, Jr., biologist of the Woods Hole Oceanographic Institution; and Charles L. Wheeler, State shellfish biologist, shown examining experimental clam beds at South Dartmouth, Mass. The beds were covered with plastic screening in order to protect the young clams from predators such as the horseshoe crab and blue claw crabs, and to prevent the spat from washing away. The screening also helps in concentrating the spat in a given area to make possible more economical harvesting.

* Excerpts from a paper presented at the recent Oyster Convention by Louis D. Stringer of the Fish & Wildlife Service's Clam Investigations unit at Rhode Island State College, Kingston, R. I.

Time Used to Assure Boat Safety Is Well Spent

Precautions That May Be Taken to Eliminate Fishing Vessel Sinkings Described by William J. Deed, N. A.

SAFETY pays in dollars and cents and is a good investment in manpower and productive hours. Time out from fishing to care for an injured man eats into profits. A man laid up with a broken arm or leg is a liability however valuable an asset he is when on the job. The best hands like to ship on a safe vessel.

No owner, skipper or crew deliberately operates an unsafe vessel; it's just a matter of not knowing about dangerous conditions or of not giving thought to safety features. So we hope to call attention to various aspects of safety afloat which may remind you to look over your boat and see if safety is being neglected. We hope to remind you of some condition you have had in mind to take care of but have never gotten around to doing.

Too many rely upon the Coast Guard being always near in an emergency, and take the attitude of "Well, if we run into trouble the Coast Guard's always at the other end of the radio phone." Sure, the Coast Guard does wonders, they pop up here and there at sea to help in many troubles, but they cannot be everywhere at once. If you call on them they'll never let you down if it's humanly possible to reach your vessel. But if it takes a Coast Guard ship 10 hours at top speed to reach you and your vessel can only stay afloat 3 hours, you just can't count on them and must depend upon yourself and your vessel and her equipment.

Hence the vital importance of having equipment for any emergency. You may carry a $500 fire extinguishing unit as a passenger for years and never use it, but isn't it a good investment if that $500 can be put to work and save a $50,000 vessel some day? Don't take chances. A safe vessel has a good reputation and makes more money.

The Seams

We read too frequently of a vessel springing a leak and sinking. This is especially costly when the vessel is making for port with a good load of fish. Good insurance against leaks is to have all the seams well caulked and tight. Every time your boat is hauled out go over the seams, especially after a period of rough trips when she has had a lot of banging around in high seas.

It is more necessary to look over the seams of an old boat for the reason that many caulkings and the fact that the wood has expanded to the limit may cause open seams and a condition where the caulking may not hold so well. If it gets pounded out by heavy seas, that's one good leak. There may come a time when the open seam is bad and the wood won't swell more to grip the caulking. Then a plank may have to be renewed rather than to keep trying to force enough caulking in. Too much caulking can tend to force the planking off, putting a strain on the plank fastenings.

Seams, both in the planking and in the deck and elsewhere, are very important, and justify using only the best oakum caulking cotton, seam compositions and fillers. The best is cheapest in the end. After the caulking cotton or oakum has been set in, it is important to use the best seam compositions to flush out the seams and keep them tight. Don't use white lead putty, as is sometimes done, since the oil dries out and the lead pigment falls out, leaving a leaky spot.

Sea Cocks

Not only are the hull seams important in preventing leaks, but every place where a sea connection is made. All pipes going through the planking should have caulking cotton wound around them. They also should be covered by a plate, and the fitting made completely tight. Don't mix iron or steel with brass or bronze for parts used in salt water. Have all the parts of as nearly the same metal as you can get. A bronze sea cock should have a bronze through-hull fitting extending through the planking with bronze plates inside and outside the planking, and the space should be filled with cotton for tightness and long life.

Another very important consideration is to have all valves where they can be easily reached, especially valves at connections going through the bottom of the boat. Sea cocks are important to open or close at times, and must be accessible. The valve for the deck pump for washing down decks and fighting fire should be where it can be reached and operated in any emergency.

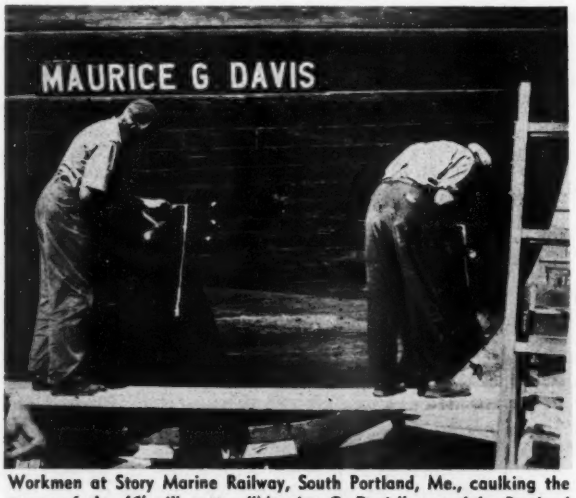
There was a case recently where a 96' dragger sank far offshore because the vessel's sea cock broke open and water came in faster than the pumps could get it out. Those sea cocks in the bottom of a vessel are most important. Just realize what a small thing keeps the ocean out of your boat. But do you ever look at them? Probably you opened the valve when she was built and went overboard, and you never have seen the valve since. Perhaps the darned thing is covered up now so you'd have a long job to clear things away to reach it. This shouldn't be.

Every pipe going through the bottom of a boat should have a sea cock and that sea cock always should be accessible. Each sea cock should be inspected frequently to be sure that corrosion hasn't "frozen" it so it can't be operated, or that corrosion hasn't eaten metal away so that any sudden strain could cause it to break off or crack and let the ocean in.

Remedies for Corrosion

There are several "medicines" for sick metal, rusting metal or parts which are "buried" where they cannot be easily reached. Rust preventing coatings are cheap insurance against disaster.

Corrosion of metal parts, hull, piping, fittings, equipment, etc. is dangerous, and is the duty of every skipper and engineer to prevent. Yet what a mass of rust a great many vessels are in this respect! Every time we look over a number of fishing craft we are astounded that those masses of rust will actually move and work. But some day some vital part will lose out in the battle against rust, and when it quits there's trouble. Bolts, pins, lugs, etc. are small; they are taken for granted. But because



Workmen at Story Marine Railway, South Portland, Me., caulking the seams of the 46' gill netter "Maurice G. Davis", owned by Portland Fish Co., Portland, Me. She is skippered by Capt. Roy Curtis, and equipped with Ederer nets.

they are small there's more reason to see that they do not get smaller from rust and corrosion.

Steel plating, too, on hull and decks is often without paint, and is covered with patches of rust. Of course, the plates are thick enough, you say; they'll last for years. But few plates can stand continued reduction in thickness due to rust. When the rust brings about a loss of strength, the metal loses its resistance to impact and a sudden blow can cause it to fail.

Rust costs industry in the United States the enormous sum of six billion dollars each year, and it works 24 hours a day. It has no union hours, no quitting time. Why not put rust prevention on a non-stop job, too?

Corrosion occurs faster in enclosed spaces where air cannot circulate well, and the worst spots in a vessel are in the forepeak and lazarette, which should have more ventilation than they do. Corrosion also works faster in V-shape places where moisture can stand, such as where hull plating meets the keel at a sharp angle. Filling these depressions with bitumastic will keep water and rust out.

Besides these pockets, trouble also comes at places where pipes or rods pass through plating, at laps where one plate lays on another, and places which have long periods of being alternately wet and dry.

Fastenings Should Be Inspected

Worse than no grab rail at all is the one that is fastened with small screws, which may pull out on the slightest excuse. If you grab a rail quickly you want to know that it will hold you and not pull off. So bolt every grab rail or railing of any kind.

During World War I when we were inspecting submarine chasers, we remember receiving notice that no vessel would be accepted unless all railings were bolted on. Several sailors had been lost overboard in mid-Atlantic by a railing letting go. The railing was fastened with screws, which will not hold in wood which has been softened by moisture. Bolts, with nuts and washers, are good fastenings which hold.

Fastenings are an important subject, especially when a ship is getting old. Fastenings are put in, and then usually forgotten. When did you look over the fastenings last? Bet you can't remember, it was so far back.

When an old vessel gets "nail-sick", look out! Corrosion gets to work on the fastenings the minute the boat hits the water. A good-sized nail or a bolt can leave quite a leak if it decides to part company with the vessel and drop off to visit the mermaids down below. See if screws are loose or backing out, and if the wood is soft around fastenings.

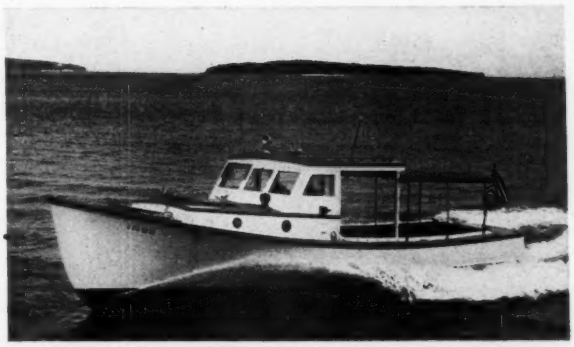
Units of equipment on deck sometimes have four corners with bolt holes, but only three bolts or three tight bolts and one wobbly one. This is not good, because vibration, sudden strains, uneven pressures, etc. can work the unit loose and cause trouble. Fastenings in the rigging fittings are important, too. A stay pulling hard on a chain plate with screws going loosely into softened wood may win the tug-of-war just at a bad time.

Dry Rot

Like a rat silently and steadily gnawing a hole in a wall, dry rot eats away a wooden vessel. The toll from dry rot is high. Just as metal corrosion immediately gets to work on a steel or other metal ship, so dry rot goes to work the minute a wooden vessel is built and keeps right on the job.

The worst rot takes place in the badly ventilated forepeak and lazarette, just as in the steel vessel, and anywhere in the ship where lockers and ceiling shut off circulation of air. Rotted wood is spongy and will not hold fastenings; parts loosen up without any excuse, apparently. But hit the wood with a hammer and hear the base drum sound or prick it with a knife and brace yourself so you won't go right through because the wood is soft.

We once had a boat on the railway for slight repairs, but when the first length of railing was removed the wood on deck and the sheer strake and clamp and shelf and everything was so far gone that the whole hull and deck for 20' was removed with nothing but a claw hammer. What held that boat together is a mystery. The use of chemicals for dry rot prevention is increasing, but more should be used. Every piece of wood going into a boat should be treated with such a rot preventive, either by soaking or by heavy brushing. Just dabbing it on is a gesture in the right direction, but more should be used. It is money well spent and cheap insurance.



The 33'6" x 9' x 2'6" "Sheliak Too" used by E. B. Sawtelle, Maine Engineering & Navigation, Inc., Freeport, Me., for compass adjusting work. The boat is shown operating off Southwest Harbor, Me. at a speed of 17 knots. She is powered with a 140 hp. Chrysler Royal engine, driving an 18 x 13 propeller through 1.43:1 reduction gear. Her hull is 1" cedar over oak frames and she is planked down rather than skeg built. She is laid out for one-man operation, with all controls, bilge pump, radiotelephone, direction finder and switches within reach of the helmsman. The vessel has an Aqua-Clear system for stopping engine rust and corrosion.

Gaskets and Leather Washers

Gaskets, leather washers, etc. are small but important items. We were called in once in a case where a boat was thought to have been left in perfect shape at a mooring directly off the shipyard from sundown to 7 a.m. When the men arrived at 7 a.m. only the mast was above water. The vessel was hauled out and looked over by all the experts for hours, but the cause of her sinking was not discovered until a chance remark was made that every boat in the fleet there was plunging and rising all night due to the high waves they headed into.

We looked at the toilet pump and there was the cause. The boat had not been used for months, and the leather flapper in the toilet pump didn't seat well due to being dried out, and every time the boat plunged into a wave she sucked up a toilet bowl full of ocean, causing her to sink as nicely as if a hole as big as the toilet pump had been made in her bow. The pump was a syphon that night.

The Bilge Pump

The bilge pump or pumps form a mighty vital part of the safety equipment of any boat, from a dinghy to an ocean liner. Too often the bilge pump is an item which the boat owner knows he must have, but thinks he is never going to use. So he gets something that looks like a bilge pump and doesn't take up too much room or cost too much.

The bilge pump should be larger in capacity than you think you'll ever need. When you need the bilge pump you are going to really need it, and the biggest will look like a bicycle pump as you watch the water rising in the hold. So don't skimp on this vital item. Buy a big one. It's cheap at any price.

We'll never forget the look on the faces of the crew of a tow boat which had to be towed from the Great Lakes down to the coast in late Fall to avoid being bottled up by the Winter ice closing the Canal and Hudson River. Her safety for the trip was put up to us, and we insisted on installing a large trench-emptying pump used in excavation work. The boat was unfinished and there were large openings where doors should be in the side of the deck house which we boarded up, but water could pass

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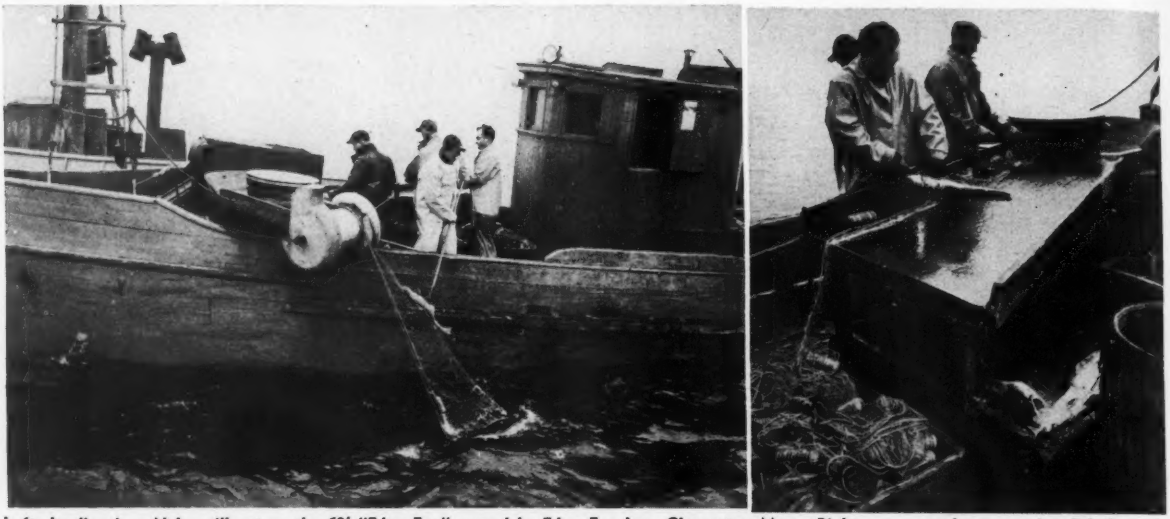


Left: hauling in a Nylon gill net on the 60' "Edna Fae", owned by Edna Fae Inc., Gloucester, Mass. Right: crew members removing fish from the net as it comes aboard. (Courtesy Du Pont Magazine).

Nylon Gill Netting Proves Successful

Catches More Fish Than Conventional Nets; Is Lighter, Rot-Proof, More Durable; and Doesn't Require Drying

By Frank E. Firth*

NYLON has come a long way since announcement of its discovery was made to the world in October, 1938, following ten years of intense research. World War II, into which all production was channeled, turned out to be an excellent proving ground for Nylon. Its remarkable performance in parachutes, glider cables, mountain-climbing ropes and a long list of other items was a great asset to the war effort.

One of the first commercial applications for Nylon was in the construction of gill nets, as early as 1939, less than a year after Nylon was in production. Capt. Gerry Shoares, well known pioneer gill net fisherman of Gloucester, Mass., conducted fishing tests with the Nylon nets.

However, the Government shortly took over practically all Nylon output, thus preventing any further work along these lines, and the results were shelved until 1945. The author, who was at that time in charge of netting research for Linen Thread Co., Paterson, N. J., went into the matter with Capt. Shoares and a representative of the Du Pont Co., Wilmington, Del., which firm had supplied the fibers for the nets. It was determined that the knots on these early nets had a tendency to slip. Also, repairs to broken meshes presented difficulties due to the fraying at the broken or cut ends.

Despite these adverse qualities, the Nylon nets reportedly caught more fish. Why they fished better was thought to be due in part to the sheen of the fibers in the water, which attracted the fish, or because the translucency of the nets in the water made them invisible to the fish. Regardless of these factors, the combination of knot slippage and net repair problems, as well as the higher price of Nylon nets, resulted in these early Nylon net users losing interest in the new gear.

From 1946 to 1949 many forms of Nylon appeared, all aimed at overcoming the earlier faults. Extruded Nylon filaments were twisted into extremely hard twines, to overcome abrasion. Others were of extremely soft lay in order to get the knots to hold better. Some were braided and others were processed on cotton yarn twisters. Literally hundreds of otter trawl cod-ends made of these various types of Nylon were given or sold to fishermen for test purposes during 1948 and 1949, but none fully met fishermen's requirements.

It was found that wherever Nylon netting came in contact with rusted metal the fibers quickly disintegrated due to a chemical action. Since otter trawlers use considerable iron, in the form of chains, otter board fittings, winches, vessel structures, etc., which are almost continuously in a rusted condition, this was one of the factors which had an effect in discouraging the adoption of Nylon netting on these vessels. Thus far there has been no established acceptance of Nylon in the trawl net fisheries.

Faults of Early Gill Nets Overcome

The development of Nylon gill nets underwent a similar trial test period, but because of the fine twines employed in their construction, actually threads, a processing development by a thread manufacturer during 1948 overcame many of the difficulties. These included the problem of knot slippage, fraying at the ends and to some degree stretching.

The first gill net made in the United States came from a small town called Moodus, Conn. That was many years ago. Now, surprisingly enough, one of the first successful Nylon gill nets to be used commercially was made in the same town.

The Moodus firm, with a newly developed machine that ties 4000 knots a minute, converts a thread of spun and continuous filament Nylon into fishing nets. This process brings about an advance on two fronts: the machine itself works considerably faster than conventional net-making machines and the knots it ties will not slip even under strains terrific enough to break the twine itself.

These new developments made possible the rather successful Nylon gill net fisheries on Lake Erie in 1949.

The use of Nylon netting in the gill net fisheries, a recent survey indicates, is spreading quite rapidly throughout the Great Lakes and in the bordering lakes of Northern Minnesota. This is also true in the Canadian waters of the Great Lakes.

Commenting on the use of Nylon gill netting for catching whitefish in Lake Erie, G. H. Lawler of the Royal Ontario Museum of Zoology, states: "From its first usage it seemed apparent that Nylon twine would supersede

* Fisheries technologist and engineer, Milton, Mass.

linen and cotton in the gill net industry. By the middle of July (1949) as many fishermen as the twine companies could supply were using the Nylon netting.

"The use of Nylon twine, provided its use is directed in a proper and regulated fashion, could well be another step in the evolution of commercial fishing."

Discuss Curbs on Use of Nylon Netting

In July, 1949, after several months of Nylon gill netting experience, the members of the fishing industry in the Great Lakes held a conference at Erie, Pa. to discuss the adoption of possible regulations or curbs on the use of Nylon gill netting. They had become alarmed about the future supplies of fish due to the fact that they were catching more fish in their Nylon nets than were being taken in cotton and linen nets.

Generally the statements of the various fishermen present agreed on the following points: Nylon nets are more efficient than linen or cotton nets, from 2 to 12 times more fish being caught; and Nylon nets require less space to store, but tangle much more.

One fisherman using Nylon estimated that 10 boxes of this netting produced as much as 36 boxes of cotton or linen nets, and required only one-third as much labor.

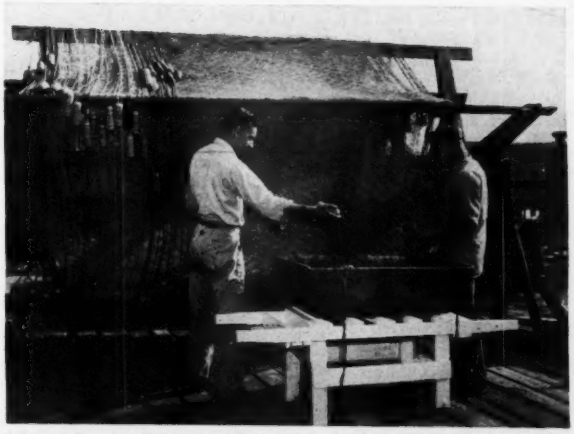
Several fishermen cited the experience of catching 300 to 400 lbs. of whitefish with their Nylon nets, and only 30 lbs. with cotton nets fished alongside the Nylon.

Most fishermen agreed that the greater efficiency of Nylon appeared to be due to its invisibility in the water; that Nylon did not become slime covered unless left out several days and even then the slime dropped off after a slight shaking; that Nylon is unaffected by slime and that due to the greater flexibility (stretch) of Nylon fibers they consistently catch larger-sized fish, the smaller sizes being released.

Government Representatives Present

The U. S. Government representatives and various State officials in attendance agreed that although the higher "catch rate" complicated matters, it would only be in the interests of progress to encourage greater efficiency in catch methods. They generally agreed that it would be necessary to have the answers to the following questions before any action could be taken relative to applying regulations where Nylon netting is concerned.

1. How efficient are Nylon gill nets in catching fish as compared with cotton and linen gill nets?
2. What is the fishing quality of Nylon nets with respect to trash fish?
3. Are efficiency and fishing quality of Nylon nets affected after a period of use?
4. Is a special technique required to string Nylon nets which increases their efficiency? Is Nylon maitre required?
5. Does it appear now that Nylon nets may threaten the stocks of fish in the Great Lakes?



Nylon gill nets which have been put on reels to unsnarl them. Unlike those made of linen and cotton, the Nylon nets are then ready to be boxed, as shown above, without further drying. (Courtesy Du Pont Magazine).

6. How extensively are Nylon nets now used?
7. What are comparative costs of Nylon, cotton and linen netting?
8. Does it seem desirable at present to restrict or prohibit the use of Nylon gill nets, or to warn the industry of probable restriction?
9. If necessary, what restrictions should be considered?
10. Should more research be done first before regulations are adopted?

Nothing further was done relative to any decisive action regulating the use of Nylon gill nets following this meeting, except in the State of Pennsylvania.

On January 9, 1950 this State adopted the following regulation: ". . . the use of small mesh Nylon netting in the waters of Lake Erie under the control of Pennsylvania is hereby prohibited and it shall be unlawful for anyone engaged in commercial fishing in the State to have in the waters of Lake Erie 4¾" mesh Nylon netting which shall exceed 15,000 yards at any one time. It is further required that said 15,000 yards, or any fractional part thereof, be lifted at least once in every twenty-four hours between June 1 and October 15 inclusive, except in extenuating circumstances where breakdown or severe weather prohibits craft from carrying on their daily assignments."

The Pennsylvania Commission made every effort to secure the cooperation of the border States of New York, Ohio, and the Province of Ontario. However, these States either could not make any regulations or the law prevented them from doing so. Because of this lack of co-

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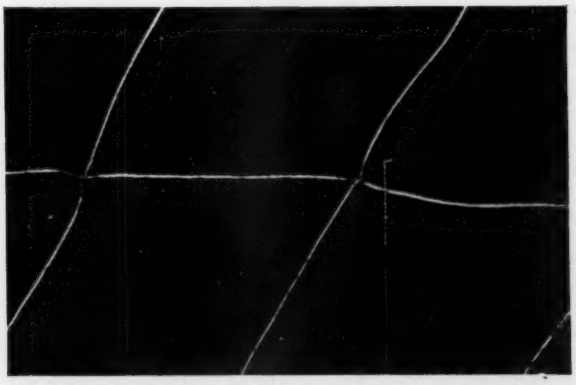


Left: cotton netting which was submerged for 72 hours in fresh water in tests conducted by Brownell & Co., Moodus, Conn. Note the discoloration by slime and fungus which attached themselves to the cotton both at the knots and along the twine itself. Right: Nylock netting submerged for the same length of time and under identical conditions. Practically no discoloration is noticeable, and there is little evidence of effect of organisms in the water. Additional tests underway will show the effect of submersion on tensile strength.

Larger Engines Give F. J. O'Hara Draggers More Towing Power

IN line with the trend toward the use of increased horsepower for dragging service, four vessels in the fleet of F. J. O'Hara & Sons, Inc. have been repowered with larger engines this year. They are the 82' *Notre Dame, Jeanne D'Arc* and *Villanova,* and 58' *Trinity* which fish from the Company's plants at Portland and Rockland, Maine. Since the installation of their new engines, the vessels have been doing very well, with their operation about evenly divided between redfish and groundfish.

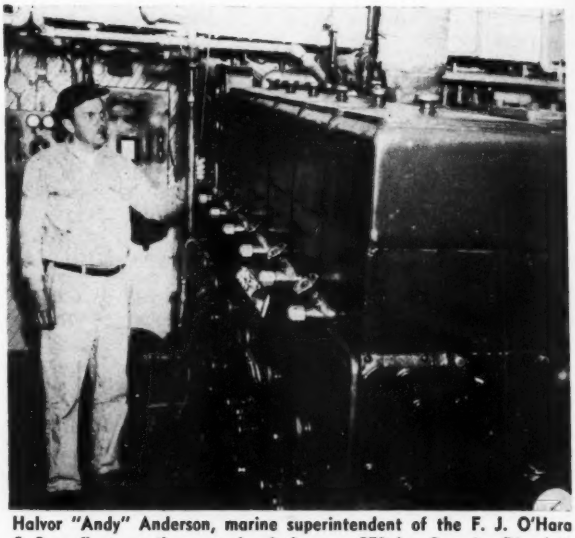
The 82-footers have been equipped with 6 cylinder, 8½ x 10½ Superior Diesels, rated 250 hp. at 750 rpm. The engines are fitted with Snow-Nabstedt 2:1 reduction gears and 56 x 36 Columbian propellers, and give the vessels a speed in excess of 10 knots. Built in 1941, the boats originally were powered with 180 hp. engines.

John F. "Jack" Sullivan, manager of the Portland and Rockland, Me., plants of F. J. O'Hara & Sons.

The *Trinity,* last to be repowered, also has a 6 cylinder, 8½ x 10½ Superior Diesel, but in this vessel the engine is operated with direct drive at 450 rpm., developing approximately 150 hp. It has direct reversing clutch with pilot house control and swings a 42 x 32 Columbian propeller.

The *Villanova* and *Notre Dame* engines were installed at the former Donaldson Shipyard Corp., South Portland, which is now the Story Marine Railway. The *Jeanne D'Arc* was fitted out by General Seafoods Shipyard, Rockland, while the *Trinity* was equipped at the O'Hara dock. The engines were sold through Harbor Supply Oil Co., Portland, and Eldredge-McInnis, Inc., original designers of the draggers, acted in a consulting capacity for O'Hara in preparing specifications for the repowering jobs.

While the larger engines will give the vessels some additional speed in running to and from the grounds, the principal advantage is greater towing power. Whereas their previous power was suitable for redfishing, they now are better equipped for groundfishing and for operation in deeper water and under strong tide conditions. In addition, engines of ample size can be run at a more efficient speed, thus avoiding costly maintenance which may result from overloading.



Halvor "Andy" Anderson, marine superintendent of the F. J. O'Hara & Sons fleet, at the controls of the new 250 hp. Superior Diesel in the "Notre Dame".

Capt. John Libro skippers the *Notre Dame,* Capt. Wm. Johnson commands the *Jeanne D'Arc,* Capt. Galen Arey is in charge of the *Villanova* and Capt. Alfred Lowell pilots the *Trinity.* Other vessels in the F. J. O'Hara fleet are the 93' *Araho,* Capt. Reuben Doughty, and the 58' *Queen of Peace,* Capt. Hugh Atherton.

The four repowered draggers are of modern design and construction, and have welded steel pilot houses, deck houses and engine room trunks. The 82-footers carry 100,000 lbs. of iced fish, while the 58-footer has a 45,000-lb. capacity. They are equipped with New England winches, Kelvin-White compasses, Bludworth direction finders, Submarine Signal Fathometers, RCA Loran and Fram fuel and lube oil filters. The large vessels have 80-watt Raytheon radiotelephones, while the smaller one has a 25-watt RCA set.

The *Notre Dame, Villanova, Trinity,* and *Queen of Peace* are furnished with 32-volt Atlantic marine batteries. The O'Hara fleet is fueled and lubricated with Socony-Vacuum products, and uses American Steel & Wire Co. trawling cable.

Francis J. O'Hara is president of F. J. O'Hara & Sons Inc., which operates processing plants at Boston, Portland and Rockland as well as at the affiliated Frank R. Neal Co. in Eastport, Me. Thomas Cummings is general manager with headquarters at Boston.

Engineer David Lowell beside the new Superior Diesel in the 58' F. J. O'Hara dragger "Trinity".

The 82' dragger "Notre Dame", one of the recently repowered vessels in the F. J. O'Hara fleet.

Provincetown Trap Fishermen Make Good Tuna Catches

A bright spot in the Provincetown fisheries activities during October were several late visits by huge schools of tuna fish, with trap fishermen reaping a harvest on a number of different occasions, although never two days in a row.

The biggest harvest in a single day saw approximately 40,000 lbs. of the small type of tuna landed at both Provincetown fishing wharves. The tuna dressed down to between 75 and 100 lbs. each, and brought a good price. The harbor was so full of tuna on October 16 that they could be seen jumping out of the water.

Several other days saw plenty of tuna activities, and on one in particular, thousands of pounds of the very small ones were brought in, fish averaging between 15 and 25 lbs., dressed down.

The annual $250 prize for the largest tuna fish landed at Seafood Packers, Inc., Provincetown, was awarded for an 885-pounder taken in traps in Barnstable harbor and shipped to Provincetown by John Vetorino of Barnstable. The largest keg-line tuna was a 710-pounder, which brought Capt. John Gaspie of Provincetown a check for $250 from the Seafood Packers derby.

Wellfleet Scallopers Doing Well

Wellfleet scallop fishermen reaped a good harvest of scallops during the first few days the season opened in Wellfleet harbor, with large scallops bringing a good price, which slowly dropped as the harvest increased. The season opened October 15.

Wellfleet and Eastham Selectmen have buoyed the water boundaries between the two towns, setting out three spar buoys to aid shellfishermen in keeping within their respective town limits.

Falmouth Scallop Hauls Poor

The poorest scallop fishing in recent years has been reported by Lewis R. Studley, Falmouth shellfish warden, who said that commercial fishing for the bivalves lasted just about one day when the season opened on October 2.

Surveys made by Mr. Studley and various shellfishermen indicate that beds in Buzzards Bay and off Nobska are non-existent.

Berthing Space Doubled in Barnstable Harbor

Berthing space for fishing boats in Barnstable Harbor has been approximately doubled by the building of a bulkhead on the east side of the harbor. Dredging of the harbor still is in progress, however.

Draggers Land Big Catches

Two Provincetown draggers recently hit the jackpot, between them landing approximately 70,000 lbs. of groundfish at New Bedford.

The 65' dragger *C.R. & M.*, Capt. Fred Salvador, in about 36 hours of fishing hauled in 40,000 lbs., including 29,000 lbs. of haddock, 8,000 lbs. of flounders and 3,000 lbs. of cod, all caught east of Sankaty Light, Nantucket. The catch was the largest landed by a Provincetown boat in many years.

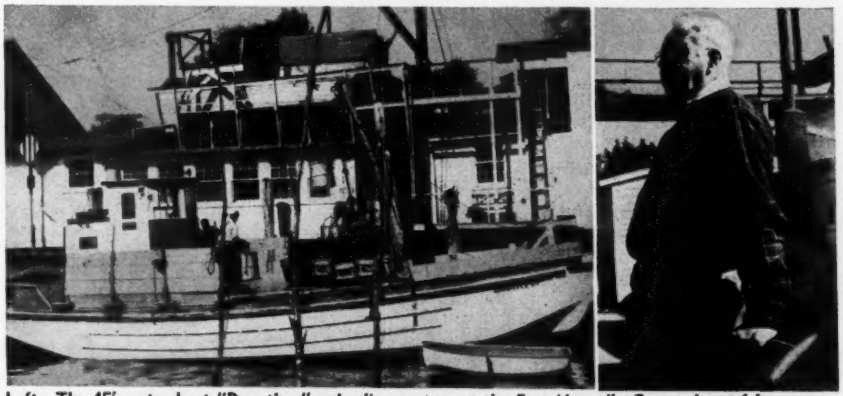
The other craft which made a big catch was the *Joan and Tom*, skippered by Capt. Manuel Thomas, which which landed about 30,000 lbs. of the same type of fish.

Two Drown as "Catchalot" Hits Rocks

Two fishermen drowned October 30 on treacherous Chatham Bar when a sudden surge of sea in a thick fog caught up their loaded 40' fishing vessel *Catchalot*, and crashed and capsized it on the rocks.

Crews of other fishing craft in the vicinity were unable to do anything to save the lives of Archer E. Nickerson, owner of the vessel, and Leroy Larkin, both of West Chatham.

The *Catchalot* was taken by the sea, finally, more than a mile shoreward and driven bottom up, onto the beach, south of the Chatham Coast Guard station.



Left: The 45' oyster boat "Dauntless" unloading oysters at the East Norwalk, Conn. plant of her owner, Capt. Frederick F. Lovejoy, right. The vessel, which is skippered by Capt. Vincent Hamm, recently was repowered with a Model 49A 4½, 6-cylinder 120 hp. Fairbanks-Morse Diesel which turns a 34 x 28 Columbian propeller. Texas oil and Columbian rope are used.

Oyster Boats "Ellen J." and "Dauntless" Repowered

Recently repowered with new Diesel engines at the dock of Hitchcock Gas Engine Co., Bridgeport, Conn., were the 48-year-old, 52' oyster boat *Ellen J.* and the 45' oyster boat *Dauntless*, owned by Capt. Frederick F. Lovejoy of East Norwalk, Conn. Installation of the new engines has made the craft considerably faster, as shown by the results of a recent run made from Bridgeport to East Norwalk by the *Ellen J.* The craft took only one and three-quarter hours for the trip, whereas formerly she required two and one-half hours.

Both boats were repowered with a new type Fairbanks-Morse engine, the Model 49A 4½, a 6-cylinder, 2-cycle Diesel rated 120 continuous hp. at 1200 rpm. The installations were reported to be the first of their type in oyster boats on the East Coast.

The engines are fitted with Snow-Nabstedt hydraulic reverse and 2:1 reduction gears. For easy starting the boats are equipped with a 24-volt starter with remote control button in the deckhouse.

Special installation features required for use in the oyster boats included a Twin Disc front power take-off to drive the chain of gears (fore-and-aft type winders) for the two steel oyster dredges on deck.

The *Dauntless* has a wide-open engine room with no bulkheads, which is reported to represent a complete departure from other oyster boats. Skippered by Vincent Hamm, she was designed for a pleasure craft, and sits high in the water. She has a V-bottom. Her deckhouse came off the *Sara*, a former Lovejoy boat named after Capt. Lovejoy's mother. Both the *Dauntless* and the *Ellen J.* have a capacity of 850 bushels.

While speed is stressed in the shipping of the Lovejoy plant's output of White Rock and Grassy Hammock oysters, both shucked and in the shell, in the production end it is not. A six-year feeding program is the policy for the jumbo oysters, four years to grow, generally outside the Norwalk Islands, and two years to fatten on grounds inside the Islands.

Maine Sardine Industry Plans Advertising Program

At a meeting with Governor Frederick G. Payne the middle of October, leaders of the Maine sardine industry discussed plans looking to a national merchandising and advertising program to widen markets and increase sales of their product.

Following the conference with Maine's Governor, announcement was made that legislation in the form of an industry tax on every case of Maine sardines packed will be asked of the State Legislature when it convenes in January. Upwards of 85% of the tonnage represented by the industry is backing this new tax legislation.

The advertising agency retained by the Maine Sardine Packers Association to handle the advertising program, and a special merchandising and advertising committee of the sardine industry, will work closely with State Departments including the Maine Development Commission, Maine Department of Sea and Shore Fisheries and the Maine Department of Agriculture.

Leaders of the Maine sardine industry and State officials discussing plans for a national advertising and merchandising program for sardines. Left to right, seated: Moses Pike, Holmes Packing Corp., Eastport, president of the Maine Sardine Packers Association; and Governor Frederick G. Payne. Standing: Commissioner Richard E. Reed, Sea and Shore Fisheries Dept.; James Brown, Pembroke; Everett F. Greaton, Maine Development Commission; Carroll Peacock, R. J. Peacock Canning Co., Lubec; Dave Rutherford, Bath; Arnold Vogl, Riviera Packing Corp., Eastport; Frank Pike, Seaboard Packing Co., Lubec; James Abernethy, Sunset Packing Co., West Pembroke; and Sturges Dorrance, New York advertising executive.

Tuna Survey to Start Next Spring

Headquarters of the Maine tuna survey, which will get underway next Spring, will be Boothbay Harbor. The Fish & Wildlife Service plans to charter a 60 ft. boat, equip it for tuna fishing and man it with a crew of about eight expert fishermen. Necessary research work will be conducted at the Service's laboratory on McKown's Point in Boothbay Harbor and at the adjacent State fishery laboratory.

Groundfish Landings Increase at Rockland

Fish landings for September in the port of Rockland totalled 6,716,600 lbs. of redfish, groundfish and herring. The latter accounted for the greater part of the landings, with a total of 4,352,600 lbs.

Highliner for the month was Capt. Clyson Coffin's *St. George*, with landings of 303,500. Second position went to the *Billow*, Capt. James Farrell, with 247,800.

Other high boats were the *Eagle*, 245,800; *Breeze*, 231,200; *Rhode Island* ,148,200; and *Little Growler*, 143,700.

Groundfish totals showed a marked increase with some of the smaller boats landing almost equal poundage of redfish and groundfish. The balance is usually five or more to one with the redfish by far outweighing the groundfish landings.

Borer Damaging Lobster Traps

Extensive research to combat a "foreign" type of borer which is causing widespread and costly damage to the traps of Maine lobster fishermen is being conducted by the Department of Sea and Shore Fisheries. Department biologists, having identified the pest, are now trying to develop a method of treating traps that will make them immune to it.

Fishermen report the total destruction of newly-built traps within a two or three months' period. The areas from Matinicus east to Frenchboro have been hardest hit, although there are now reports of the borer invading the York County coast. It is most destructive to traps being fished on mud bottom. One Matinicus fisherman reported losing over 150 traps out of 200.

The borer is believed to have moved up from the Middle Atlantic coastal areas during the past few warm Summers. It resembles a periwinkle.

Sea & Shore Fisheries biologists have built numerous new traps which have been treated by at least eight different methods. The traps have been loaned to fishermen in sets of eight and are being fished in the affected areas. It is too early for positive results as yet, but there are some favorable indications.

The Department also is running experiments on several types of metal traps.

Rockland Sardine Season Closes

Activities of the sardine factories in Rockland were drawing to a close the middle of October.

Production in the plants has been at a new high this year, with fish in abundance in the Penobscot Bay area. The storms of the past weeks and the prospect of even worse weather in the weeks to come have led the plants to close, as seiners and weirmen find it difficult to operate.

Generally, the season was considered a good one from a production standpoint, but not especially favorable from the marketing angle.

Capt. Arthur Bain Retires

Capt. Arthur Bain, senior skipper of the Rockland fishing fleet, has sold his boat and retired. A native of Northeast Harbor, Capt. Bain has followed the sea since he was a boy.

His retirement and the sale of the 72' *Muskegon* takes the last big scallop dragger from the port of Rockland. In recent years, the boats which went scallop fishing along with Capt. Bain have changed over to redfishing and groundfishing, leaving the scallop trade to New Bedford boats which are manned in great part by Rockland and other Maine fishermen, some of whom learned their trade under Capt. Bain.

The new owners of the *Muskegon* are William Hanff of Greenport, L. I., and Magnus Davidson of Brooklyn, N. Y. who will put her into the scallop trade.

Overhauled at Story Marine Railway

The *Carolyn & Priscilla*, Capt. Linden Ricker, received a complete Fall overhaul and was fitted with a new 52 x 40 Columbian propeller at Story Marine Railway, South Portland. The *Thomas D.*, operated by Fulham Bros., had her deck gear overhauled. The whiting dragger *Crescent*, Capt. Norman Olsen, got new sheathing at the yard, while the gill netter *Anna C.*, Capt. Carl Baade, had her garboard planks renewed. Also hauled recently were the gill netters *Dauntless*, Capt. Harry Christiansen, and *St. Joseph II*, owned by Capt. John Zappia.

Great Lakes Meeting Opposes More Walleye Restrictions

At Escanaba, Mich. recently, Fish & Wildlife Service experts, conservation officials, and commercial fishermen met to discuss the walleye status. Experts agreed that the current abundance in northern Green Bay waters is a natural "freak" producing a bumper crop that should be harvested without unnecessary restrictions or fear of overfishing.

On Lake Michigan 99% of all walleyes taken come from Green Bay waters, and commercial walleyed pike production for the first half of 1950 was 824,500 lbs., with production for the latter half of the year expected to be still larger.

Dr. Ralph Hile of the Fish & Wildlife Service believes unusually favorable hatching conditions must have existed for the walleyes in 1943, and he reported that unless great numbers of young fish are growing up to replace this phenomenal hatch, a decline in abundance and yield toward normal conditions is certain.

Both Hile and M. J. DeBore of the Michigan Department of Conservation agreed that "special regulations" for walleye fishing in Green Bay are not needed, and that lampreys, which prey mainly on lake trout, are no special threat to walleyed pike.

Make Good Trout Hauls

Lake Superior gill-netters, just before the lake trout season closed, were making some nice hauls of lake trout. Trout production, throughout September and to October 10, generally increased.

At the same time, whitefish production from the Lake was better, with a strong, steady demand.

Lake St. Clair commercial fishermen have been getting average catches.

Commercial fish production from Michigan waters of the Great Lakes for the first 8 months of 1950 amounted to 12,165,000 lbs., compared with 12,837,000 in the same period of last year.

Great Lakes herring production was on the upgrade last month. The herring run usually starts to fill the fishermen's nets about mid-October in Lake Superior, and shortly thereafter in Lakes Michigan, Huron, Ontario and Erie.

From Lake Erie improved catches of whitefish were made in the eastern region of the Lake. Trout takes were light. Yields of blue pike declined, and yellow pike production was lower. Commercial takes of yellow perch and "rough" fish in the western region of the Lake were good.

Commercial netters operating on Lake Ontario were getting fair to good yields of both whitefish and ciscoes early in October. For Lake Ontario fish, markets were steady and supply was light against a strong demand.

Trout Spawn Plan Turned Down

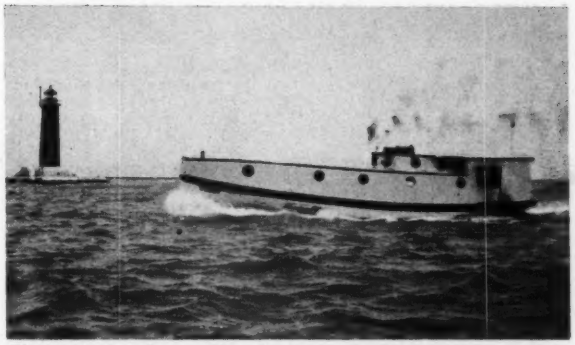
A group of Michigan commercial fishermen have asked for permission to fish for trout during the spawning season and turn over to Conservation Department fish hatcheries all the spawn. The plan is to hatch the eggs; and when progeny are large enough, they would be planted in the Great Lakes.

However, Fred A. Westerman, the Commission's Fish Division chief, strongly opposed the plan. He said that fishing during the spawning season would be wasteful. Westerman holds that immature spawn would be taken which would not be useful, and says hatcheries never can reach the success percentage of natural reproduction.

The Commissioners said they did not know enough about the problem to dispute the judgment of conservationists whom they pay to study such matters.

At the hearing which was held at Marenisco, Mich., netters said an increased program of hatching and rearing and planting of lake trout is necessary if former trout populations in Great Lakes waters are to be restored.

Commercial fishermen are convinced that their plan would offset the inroads of sea lampreys which have severely decimated important game and food fish populations in Great Lakes waters.



The "Velox", 42' x 11'6" x 4'6" tug owned by Cornell Fisheries, Sheboygan, Wis. Powered by a 60 hp. Kahlenberg engine, the vessel has a Crossley net lifter and uses RPM lubricating oil and Ederer nets.

Sea Lamprey Test Planned

As part of an experiment in sea lamprey control, Fish & Wildlife Service's Leo Erkkila, who heads the station at Marquette, Mich., plans to install an electric screen on the Chocolay River, near Marquette.

Erkkila said it is one developed in California which was used on the West Coast for stopping young salmon from moving into irrigation diversions.

Upstream from the screen a physical barrier or fishgarth will be installed to trap lamprey specimens. This will facilitate the determination of the efficacy of the electrical screen.

Hatchery Project Halted

President Truman ordered a halt on construction of four new fish hatcheries, until the war in Korea has been settled. The Pendill's Creek Fish Hatchery on Whitefish Bay in northern Michigan is one of them.

Both commercial and sports fishermen dislike the order, halting work on this project. They had hoped the new hatchery would be in operation this Fall to save Lake Superior trout from extermination by lampreys. To restore construction operations on the hatchery, commercial fishermen's associations in the Great Lakes are appealing to officials in Washington.

New Channel Light Being Constructed

A new channel light is under construction in the West Neebish Cut area, according to the Sault Ste. Marie, Mich. Coast Guard.

The visible portion of the foundation, which now projects above the waterline, consists of braced steel columns, about 3' high. The site is marked on the channel side by Light No. 13.

The Coast Guard cautions all operators of small craft to navigate within the limits of the channel at this point and requests that boat operators not pass too closely to the construction site.

Radar Buoys to Be Tested

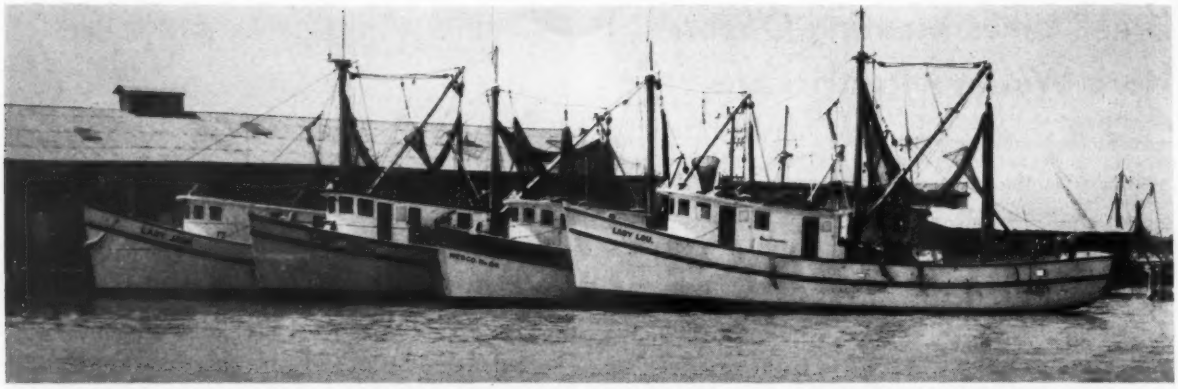
The U. S. Coast Guard at Cleveland, Ohio, said recently it would install experimental radar buoys on the Great Lakes as part of a test program. The buoys have pyramid-shaped steel pockets designed to reflect radar signals from radar-equipped vessels. Installations are being expedited so that the effect of ice conditions on the buoys may be studied.

Mississippi River Fish Production High

Wisconsin's part of the Mississippi River furnishes more than a quarter million dollars worth of fish to commercial fishermen annually.

Last year 3,971,800 lbs. of fish were taken by commercial fishermen along the Wisconsin border and these had a market value of $277,832. Of this total commercial fish catch, 68% were carp. Other fish included buffalo, sheepshead, catfish, suckers, redhorse and quillbacks.

A total of 72% of the fish were taken with seine nets and 25% with gill nets.



Part of the fleet of shrimp trawlers owned by Western Shellfish Co., Aransas Pass, Texas. From left to right: the "Lady Jane", "Lady Mae", "Wesco No. 24" and "Lady Lou." All of the boats are powered by Caterpillar Diesels.

Texas Boat License Regulation Declared Unconstitutional

The Texas boat license law which fixed the number of boats that could fish in Texas waters, described the territorial limits for fishing and penalized boats from other States, has been declared unconstitutional by the Supreme Court of Texas.

According to the National Fisheries Institute, "The case is of more significance than would appear on its face. Not only does it go a long way toward breaking down artificial barriers which the States have built up over a period of years to keep out their neighbors, but a clarification of the Texas situation may make it easier to get the indemnity case against Mexico settled, which resulted when five American shrimpers were seized by the Mexicans last year on the high seas. In other words, it was difficult for our State Department to collect damages from Mexico while the States themselves were guilty of exacting fines from fellow Americans."

Additions to Shrimp Fleet

The newest addition to the Aransas Pass shrimping fleet is the 71' trawler *Long Island*, owned by M. L. Frakich and D. Mirkovich, both of Aransas Pass. The boat was launched at Biloxi, Miss. late in September and was piloted to Aransas Pass by the owners.

The *Long Island* has a beam of 24' and is powered with a Model D13000 Caterpillar Diesel engine turning a 52 x 44 Michigan propeller through a 3:1 reduction gear. Fuel tanks have a capacity of 3,500 gallons.

The Submarine Signal Fathometer, ship-to-shore radio and RCA direction finder was furnished by the Guy Bigelow Radio Service at Aransas Pass.

The Johnson Fish Co. of Rockport recently launched their newest trawler, *Miss Kathy*, as the twelfth member of their fleet. *Miss Kathy* was built by Dick Simpson and Jim Barber of Rockport. She is 54' long and has a 19' beam, and is powered with a Model 6-71 General Motors Diesel, driving a Columbian propeller. The boat will work out of Rockport.

Shrimp Landings Show Gain

Landings of fishery products at Texas ports during September amounted to 9,101,550 lbs., compared with 12,563,250 lbs. for the same month the previous year. Reduced catches of menhaden, which amounted to only 3,366,700 lbs. compared with 7,352,000 lbs. in September, 1949, were responsible for the decrease. Landings of shrimp, which amounted to 5,523,500 lbs., were more than 600,000 lbs. greater than in September, 1949.

Fishermen Injured

An explosion aboard the shrimp trawler *Mary M.* resulted in serious injuries to Capt. O. A. Dickerson and his 17-year-old son, Tommy, during late October. The boat was sunk in the Aransas Pass Turning Basin to prevent additional damage to the hull.

The 42' trawler owned by the Wicker Fish & Poultry Co. of Dallas, had its super-structure and machinery ruined.

In another fire aboard the trawler *Warren*, J. D. Taylor was seriously injured while the craft was some 20 miles in the Gulf off Port Aransas. The Coast Guard took the injured man to the Aransas Pass hospital where he was reported to be suffering from third degree burns on the legs. The damaged vessel was able to make port with the help of the Coast Guard.

Muchowich to Have Three New Shrimpers

Carl Muchowich & Sons, Freeport's oldest and one of the Gulf's largest deep-sea fishing concerns, is quitting the party fishing business and further expanding its commercial fishing facilities.

The firm let contracts last month to the Gulfport Ship Building Co. of Port Arthur for three new shrimp trawlers, each of which will be 75' long, have a 22' beam and 11' depth. They will be powered with 300 hp. General Motors Diesel engines and will be long-range shrimpers with a capacity of 10,000 gallons of Diesel fuel and 5,000 gallons of water.

First of the three boats was scheduled to be delivered around November 15, the second approximately 45 days later and the third about 90 days later.

The trawlers will be named *Capt. Carl, Carl M. 2nd* and *Miss Freeport.*

Boats Damaged in Hurricane

A tropical storm which lashed the Mexican coast in mid-October did considerable damage to several Texas fishing trawlers which were working in the Gulf of Mexico off Campeche Banks at the time.

Among boats damaged or beached were the *San Jacinto, Texas Clipper, Robert Bruce, Ginger, Chief, Sherry B., Florida, Carlton Eacho, Clemmence S.* and *Southerner.*

South Carolina Fishermen Working Horry County Beach Area

Commercial fishermen have been busy lately at the Horry County beach area catching mullet, rosefish and yellowtail.

Eric H. Wilson of Little River, S. C., owner of one of the larger rigs, operates nearly every day. He usually serves as lookout. As the fish swim along the beach and the school is sighted, a boat is run into the sea and rowed out to intercept the school. Other men wade into the ocean spreading the net, and as it fills with fish pull it toward the shore.

The nets are about 300 yards long, and frequently when the current washes the net well down the beach, it is stretched pretty well its full length.

Truckers come from as far off as Charlotte, Asheville and Tennessee cities to buy the fish.

Also operating off these beaches are the menhaden fishermen, who work a mile or so offshore.

Gulf States Commission Holds First Annual Meeting

Proposed reciprocal agreements on fishing and new shrimping regulations will be taken up again by the Gulf States Marine Fisheries Commission at its next meeting, to be held January 11-12 in Brownsville, Texas.

The decision to postpone action on the two issues was reached by the Commission at its first annual meeting October 19-20 in New Orleans, following discussions with fishing industry representatives. The Commission is composed of representatives of the five States in the Gulf Marine Fisheries Compact—Alabama, Florida, Louisiana, Mississippi and Texas.

Although noting that proposed reciprocal agreements have met considerable opposition heretofore, A. J. Harris, attorney for the Alabama Conservation Department, said:

"We are beginning to get away from that, however. We are beginning to realize that the creatures of the sea don't belong to the States."

Harris said proposed reciprocal agreements not only would allow boats from one State to fish in another State's waters but would, for example, allow Texas boats to unload their catches in Florida ports.

Opposition to the proposed agreements was expressed by Col. L. A. Kurts, one of the Texas commissioners, who expressed belief they would violate the Federal Constitution. He said, however, he favored more leniency by States in the regulation of out-of-State fishermen.

Harris said Mississippi, Alabama and Florida have laws allowing reciprocal agreements, but that Louisiana and Texas do not.

The Commission also deferred action on proposals to: change the closed season on shrimp fingerlings in inside waters from February 15-April 15 to December 15-March 15; allow outside waters to remain open in all States throughout the year; and abolish limits on the size of individual shrimp taken.

Second Find of Tuna Reported

A second report of tuna in Gulf of Mexico waters has been made by the Fish & Wildlife Service. Stewart Springer, fishery engineer in charge of the *Oregon*, said the tuna were spotted in an area near the mouth of the Mississippi River.

Tests of water temperature were made at the location. They suggest that stocks of tuna may exist in the North Gulf, but they are confined to cooler layers of water below the surface unless driven upward by unusual circumstances.

The "Linda Sue", 57' shrimper owned by Joseph Thornton of Biloxi, Miss., and powered by a 70 hp. Caterpillar Diesel which turns a 36 x 32 Columbian propeller through 2:1 Twin Disc reduction gear. Other equipment includes Stroudsburg hoist and Danforth anchors. Esso lubricating oil, Willard batteries, Columbian rope, Ederer nets and Bethlehem wire rope are used.

Bourg & Voisin Sea Food Company's 48' shrimper "Admiralty" of Dulac, La. Skippered by Capt. Morris Voisin, the craft is painted with Pettit paint and has a capacity of 10 tons. Her equipment includes 83 hp. General Motors Diesel with 3:1 Twin Disc reduction gear and 32 x 18 Columbian propeller, Willard batteries, Stroudsburg hoist, Northill anchor, and 30-watt RCA radiotelephone. Texaco lubricating oil, American Brand rope, Ederer nets, Roebling wire are used.

A previous report of tuna was made by Springer on a fisheries hunt in the Eastern part of the Gulf. He said the fish were not found in great quantities.

Miss. Adopts Oyster Boundary Changes

The boundary line for the oyster and shellfish industry in the Biloxi area has been moved to include a larger section, according to Dr. Andrew Hedmeg, assistant State director, Division of County Health Work, State Health Department.

Health officials will designate the new boundary with proper markers and furnish members of the industry with new maps of the section.

Approximately one-half of the area that has been closed for the past two years will be released, opening a larger portion of the reefs to small boats.

Shrimp Trawler Launched

A 40' shrimp trawl boat was launched at the old Biloxi Coast Guard air station on October 15 by Mr. and Mrs. Andrew Hartel, the latter christening the boat, which was built by Mr. Hartel and his two sons.

The boat, named the *Marguerite Hartel*, is equipped with a 110 hp. Superior Diesel engine, has a redwood cabin and is of cypress construction.

New Cannery Opens

The Crystal Canning Corp. of Lakeshore has begun operations with approximately 80 workers. The plant is located on Bayou Caddy and fishing is done in Mississippi waters and part of the Louisiana coast.

Shrimp will be canned until December, with oyster canning to continue from December to May. Twenty boats are now working out of the cannery.

Louisiana Shrimper Lands Big Catch

Early last month Marvin Hardee's *Wren* brought in 44 barrels of shrimp, an exceptionally large catch, to the J. R. Hardee, Jr. plant in Berwick. The *Wren* is skippered by Capt. Gilbert Wiggins.

Later in October the *40-Fathom No. 6*, captained by E. J. Bourg, was high boat in the General Seafoods, Inc. fleet. The catch was 23 barrels. Second high was the *40-Fathom No. 8*, with Sid Morgan at the wheel, and a catch of 16 barrels.

Highliner that week at the Morgan City Freezer & Cold Storage, Inc. was the *Southern Belle*, owned by A. F. Sauls, Jr. and captained by Clifford Olsen, with 20 barrels.

It was expected that shrimp production would increase late in October with the arrival of bright brisk weather.

Deep South Seafoods Starts Canning Shrimp

Last month Deep South Seafoods, Inc. began cooking and canning shrimp at their newly-equipped plant in

New Bedford Has Big Scallop Catch in September

Total valuation at the caplog for the 8,208,900 lbs. of fish and shellfish brought into the port of New Bedford during September was $1,153,468. This was $265,104 more than was reported for the same month last year, due mostly to the large scallop catch this past September. A total of 1,223,700 lbs. of scallops brought $599,064 this year. For the same period in 1949, 963,400 lbs. were sold at $364,555.

There were 196,100 lbs. of large haddock landed this September and 137,400 lbs. during September 1949. Scrod totaled 1,061,600 lbs. this year and 124,500 last. The yellowtail catch amounted to 1,689,800 lbs., compared to 2,922,000 lbs. in 1949.

There were 774,300 lbs. of blackback in 1950 and 724,700 lbs. last year. Only 200 lbs. of mackerel were landed in 1949 and 5,700 lbs. in 1950. Trash totals amounted to 2,283,200 lbs. this year and 2,736,800 lbs. in 1949.

Coast Guard Lighting Requirements

The New Bedford Seafood Producers Association has mailed to its members a summary of Coast Guard requirements for lighting of ships in connection with the rigid inspection of fishing vessels now being conducted by the Coast Guard.

While dragging at night in International waters, vessels 40′ and over must show a tri-colored light on the mast with one 32-point white light at least 6′ and not more than 12′ below. No other lights may be shown while dragging. Vessels dragging in inland waters in the daytime must have a day marker—an inverted basket—at the highest point of the rigging. At night they must display a 32-point red light with a 32-point white light 6′ below.

Vessels 65′ and over while underway at night must display a white light on the forward mast shielded to show 12 points, red and green 10-point sidelights and a 12-point white stern light. The specifications apply to vessels less than 65′ except stern light must be visible all around.

The line dividing inland and International waters in the Southern New England area passes through Montauk Point light, Gay Head light, Nomansland lighted whistle buoy 2, Smith Point, Sankaty Head light, Great Round Shoal Entrance lighted whistle buoy GRS, Pollock Rip lightship, Chatham light, Cape Cod light, and Boston lightship.

Samuel Minkin's 67′ dragger "Eugene & Rose" of New Bedford, Mass., powered by a 171 hp. Buda Diesel with 48 x 32 Columbian propeller and 2:1 Twin Disc reduction gear. The vessel is skippered by Capt. Eric J. Besso, and has an 8 hp. Deseco-Lister auxiliary set.

Fishermen Stranded Five Days

The shark fisherman *Sharker I* sprang a leak and sank off Nomansland October 1. Leo J. Broderick of Fairhaven, owner and skipper, and Albert Gadapee of New Bedford, crew member, escaped in a dory only to suffer a five-day ordeal as castaways on the Island.

The men could hear engines of passing vessels, but haze obscured them from view. Fires and torches were unseen, and after five days they rowed to Squibnocket.

Dragger "Deebold" Runs Aground

The 65′ dragger *Captain Deebold*, enroute to Georges Bank from New Bedford October 14, ran aground on Pasque Island in the Elizabeth chain. Capt. Leif Talgo of Fairhaven is skipper and part owner.

The disabled craft was floated by Edward Sanchez, salvage captain, and towed to the Hathaway Machinery Co. wharf in Fairhaven. Damage to her hull was slight, but engines and electrical equipment were completely submerged for some time and considerable repair work is being done on them. A Submarine Signal Fathometer has been installed aboard the *Deebold*.

Fairhaven Having Fair Scallop Season

Fishermen operating in Fairhaven waters this season for scallops have been receiving an average of $8.50 a gallon, although yields have been only half as much as those in past years. Nearly 50% of the scallops taken were dead because of overpopulation in some areas.

O'Neil Heads Radiotelephone Association

Edmund O'Neil, business agent of the New Bedford Seafood Producers Association, has been named president of the newly organized Marine Radiotelephone Association, representing more than 2,500 fishermen and boat owners of New England.

Berwick. They are canning the shrimp in 5-ounce and 2-pound cans. There is space for 40 pickers in the plant.

Besides cooked and peeled shrimp, Deep South expects to produce a long list of frozen foods, such as fresh shrimp, shrimp à la Creole, breaded shrimp ready to fry, shrimp gumbo, turtle sauce piquant, stuffed crabs, breaded oysters ready to fry, and fish fillets.

Deep South buys from independent boat owners besides processing shrimp from their own fleet which includes the *Betsy Ross, Beryl, Bride, Sarah S., Levithian* and *Captain Dave.*

Raise Sides of Trawler

Workers at Sewart Machine Works at Berwick were busy recently raising the sides of the *Red Snapper,* one of the 38′ all-steel trawlers they built for Joe Ramos. The sides had proved to be too low, and were raised about 18″.

"Shrimp with Claws" Still Being Caught

Further evidence that "shrimp with claws", often referred to as "sweet water shrimp" are plentiful in Terrebonne has lately been proven again. Recently Hughes Breaux of Dulac Beach caught one which measured 14″ from tail to the tip of the long slender pinchers.

Ship Shrimp to Be Frozen

Eighty barrels of shrimp were trucked in from Cameron recently to be frozen and stored at the Morgan City Freezer. The shrimp were caught by independently owned boats fishing out of Cameron.

Delaware Oysters in Good Condition

At the request of the Delaware Shellfish Commission, James B. Engle, chief of Chesapeake Shellfish Investigations for the Fish & Wildlife Service, made a study of oysters and oyster bottoms in Rehoboth Bay, Del. He found the oysters in fine condition although in limited numbers.

The Commission reported some previous mortalities believed the result of a heavy growth of a red alga. Mr. Engle found clumps of dying red alga in open parts of the Bay, but they were scattered and in small amounts. He did not collect recently killed oysters. Heavy growths of this alga were present in several creeks entering the Bay on the western side. These clusters were in healthy condition and may be the source of a contamination of open parts of the Bay when conditions are favorable for a rapid growth of the plants.

New York's Closed Shellfish Areas Being Surveyed

The State Conservation Department has set up a schedule of survey work whereby samples of water as well as shellfish are being taken in various places around Long Island. This is being done in order to learn whether any of the areas closed to shellfishing can be opened.

The Bureau has done much work in Sag Harbor Cove and has finally completed all its sampling. Recommendations have been placed before the U. S. Public Health Service and these have been accepted as presented so that Sag Harbor Cove will be open to the taking of shellfish from November 1 to April 1, with the exception of a small area at the head of the Harbor.

Lengthening Oyster Boat

The oyster boat *Anne*, owned by Lawrence Malloy of New London, Conn., is being rebuilt and lengthened 8' at Brigham's Shipyards, Inc., Greenport.

Early in October seven of the bunker steamers of the Smith Meal Co. arrived at Brigham's to lay up for the Winter months, several weeks earlier than usual. They included the *Pocahontas, A. Brook Taylor, John L. Lawrence, Stephen W. McKeever, Jr., Edward McKeever, Elias F. Wilcox* and the *Wilbert A. Edwards.*

At the Hanff Shipyard, work is underway on a 44' party fishing boat. When completed, the vessel, which will be equipped with a 165 hp. General Motors Diesel, will be delivered to Capt. Frank Karaw of Howard Beach.

NFI Fish Cookery Demonstration

A demonstration of how gourmet seafood dishes are prepared by expert chefs was staged on October 9 by the National Fisheries Institute for 122 newspaper food editors from all parts of the United States and Canada who were in New York for the Food Editors Conference.

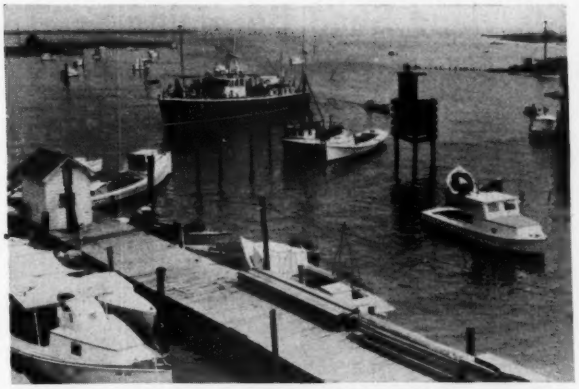
The demonstration, held in the Flamingo Room of the Waldorf-Astoria, featured seven tables representing seven different segments of the industry. At each table was a chef who prepared his specialty and a member of the Institute who answered questions about the fishing industry. There were tables representing lobsters and crabs; frozen fillets and steaks; fresh whole fish; oysters, clams and scallops; canned fish; fish specialties; and shrimp.

Oyster Publicity

Oysters recently appeared on Columbia Broadcasting System Television, with Royal Toner speaking for the oysters, in a half hour "About the House" program. Cooperating was the Oyster Information Bureau.

A full page advertisement in "The New Yorker" magazine last month by Guinness Stout glorified oysters. It was arranged through A. E. Kessler of the Oyster Information Bureau and Royal Toner, in conjunction with Guinness.

Fishery Council President Frank W. Wilkisson shows Ruth Rowe a Maine lobster while doing a guest spot on "Ruth Rowe's Modern Home Kitchen" on WOR-TV. Mr. Wilkisson showed three sizes of lobsters, a lobster trap, lobster barrel and rockweed and discussed functions of each and lobsters in general.



Tangier, Va. oyster tongers getting ready for tonging in the Rappahannock River.

Virginia Tongers Doing Well in Rappahannock

In Virginia the oyster season officially opened October 1, although the shucking of planted stock by a few operators has been proceeding since late August. There is a steady growth of leased-ground planting in the State.

At this time last year great concern was felt by tongers on the Rappahannock over widespread oyster mortality on public and private beds. Because of this, tonging activity was greatly curtailed. This year the situation has improved considerably and the tongers are again getting a good harvest.

The price to the tonger is about $2.25 per bushel, and the shucked-out price is $3.75-$4.75 per gallon. These prices are higher than last Spring's closing prices.

Oysters Scarce in Tangier Sound

Prospects for oyster dredging in lower Tangier Sound look very slim this season. According to dredgers who already have tried the oyster beds in this area, there are very few oysters to be taken.

As a result of the scarcity of oysters in Tangier Sound some of the dredgers have sailed south to the Rappahannock, some have gone to the Potomac, and some sailed north to help Smith Island dredgers man their boats in Maryland waters.

Menhaden Catch Shows Gain

Menhaden fishing in Virginia ended in October. As of September 30 this year, 20 boats had landed 194,060,000 fish as compared with 18 boats and 179,423,000 fish as of September 30, 1949. The increase in this year's production was in spite of the fact that unusually stormy weather limited fishing intensity to some extent.

Trotlining Good

Trotlining is now very good at Tangier. The trotliners are averaging about 15 barrels a day, and selling the crabs for $1.50 a barrel.

Begins Planting Seed Oysters in Cod Harbor

Henry Janders of Tangier Island is now seeding Cod Harbor with oysters he bought from tongers on the James River. On October 23, he planted 718 bushels, not far from its mouth. If these live and grow, Mr. Janders expects to cover the whole harbor with young growth in the next few years.

Hampton Roads Area Landings

Although the 726,700-pound Hampton Roads area fish catch during October showed a considerable decline from that of the previous month, it was 87,200 lbs. larger than production in October, 1949. Pound net landings accounted for 70% of the catch.

Spot, with 204,200 lbs., moved up to first position this month, replacing croaker. Landings of the latter variety amounted to 130,300 lbs., putting this species in second position.

Maryland Shad Becoming More Plentiful

According to Harry A. Hensel, fisheries investigator, Maryland Dept. of Research and Education, Solomons, reports from commercial fishermen indicate that an increase in shad has occurred over the past several years.

During the past season fishermen in various parts of the Bay report having seen and netted more shad than in previous years. One fisherman from Cambridge estimated that shad had reached a fifteen-year-high.

Production of shad from Maryland waters hit a record high of 7,128,000 lbs. in 1890. In 1920 the catch was 1,867,000 lbs. But the fishery declined each year thereafter until in 1940 only 445,700 lbs. were captured.

In 1948, the latest year for which figures are available, the shad yield rose to slightly over 1,000,000 lbs.

Young shad migrate out of the Bay and do not normally return for four years, at which time they are old enough to spawn. Not much is known of the movements or whereabouts of young shad, but it has been proven that they migrate great distances. Specimens tagged in the Gulf of Maine have been recaptured in the Chesapeake Bay and as far South as Georgia.

Pond-Reared Shad to Be Tagged

A small man-made "sky" pond situated at Solomons is the site of a unique experiment in fish production being carried on by the Maryland Dept. of Research and Education. It was stocked the end of last May with several thousand shad fry about one-quarter inch long. These have grown at the rate of one inch per month, so that by the end of September they were somewhat over four inches long.

The pond was to be drained before November and the fish released into the Patuxent River, according to Coit M. Coker, fish biologist at the Chesapeake Biological Laboratory, in immediate charge of the project. But before they were released, the fish were to be tagged.

The objects of the experiment are first: to discover the optimum conditions for rearing shad fry to healthy fingerling stages; second, to provide fingerlings for release to the wild, in the belief that they would have a far better chance to survive to re-enter the fishery later than would tiny, helpless fry such as are usually produced at hatcheries and immediately released; third, to tag the fingerlings as they are released and hope for returns which will show not only the subsequent movements of the fish but give an idea of their rate of survival.

Crabbing Season Extended

The crabbing season has been extended through the month of November in Maryland waters.

Capt. Talbot E. Bunting's 38' party boat "Cecil" of Ocean City, Md., powered by two 140 hp. Chrysler gasoline engines turning a 17 x 11 Columbian propeller. Esso lubricating oil is used, and the vessel is painted with Pettit paint.

This action was taken in view of the abundant 1950 crab population in all sections of Chesapeake Bay and as a result of recommendations made by the Department of Research and Education.

For the past several years crabs have been unusually plentiful and it has been the practice during this period to permit November crabbing in order to harvest the bumper crop.

Oyster Dredging Begins

The oyster dredging season got under way in Maryland waters November 1, and as a result the oyster take is expected to be much larger.

The tonging season began in Somerset County September 15. Since the opening of the tonging season only small quantities of shell stock oysters have been brought into Crisfield by the watermen.

The demand for oysters has been moderate to good so far, according to packers. Some of the shucking houses have been operating at a fair speed. With cooler weather the demand is expected to increase greatly.

Connecticut Commission Urges Fish Be Sold Within State

A strong recommendation that a Connecticut market be created for the catch of the State's marine commercial fishermen led the findings of the eight-man commission that has been studying the Connecticut fishing industry.

"The most serious difficulty of the Stonington fishery springs from the method of marketing which entails low gross prices and an enormous percentage of overhead," the commission contends.

"The solution of the Connecticut problem lies in devising methods for reducing costs of distribution by sale of fish to ourselves," the report stated. Overhead charges, including dock charges, barrels, ice, commissions, and trucking, amount to from 30 to 90 per cent of the fishermen's gross receipts, according to the investigators. At present, practically all of the Stonington fish catch is shipped to Fulton Market, N. Y.

Other Recommendations

The commission also made the following suggestions regarding the industry:

1. No construction of a State Pier (at Stonington) at this time.
2. No acquisition of existing facilities by the State without extensive further study of the problem.
3. Establishment of a permanent Connecticut marine commercial fisheries commission of five to seven members, representing different interests and serving without pay.

a. The commission should be empowered to acquire by purchase, condemnation or lease such public space as it may find necessary to assure docking and marketing facilities adequate to the maintenance of the profitable operation and reasonable expansion of the local fishing industry. Self-liquidating bonds are suggested for financing and the commission asks authority to manage the property and develop facilities under private enterprise.

4. Recommending further study, the commission suggests Professor D. J. White of Boston College be secured as consultant to amplify his studies of the New England fishing industry by including Rhode Island and Connecticut activities; that the University of Connecticut continue the studies and in cooperation with the U. S. Fish & Wildlife Service conduct a consumer survey to determine local market potentials; that fish consumption be encouraged by a State agency's advertising and promotion campaign and that the State University take up studies on care, use and cooking of fish.

5. That the Bingham Oceanographic Laboratory at Yale and the *Albatross III*, research vessel of the Fish & Wildlife Service, be sought to make a survey of the fishing potential within the range of the Stonington dragger fleet, with special attention given to availibility of trash fish and to "the only true Connecticut fishing waters, Long Island Sound."

6. That a thorough and accurate examination be made

Gloucester Mackerel, Whiting Boats Aided by Court Decision

The decision rendered recently by a Federal Court that the State of Maine was acting unconstitutionally in banning out-of-State fishermen from fishing within the Maine three-mile limit is reported to be important to at least 1000 Gloucester fishermen engaged in mackerel seining and whiting dragging. The Maine law put into effect in 1945 ruled that "nobody can catch fish in Maine coastal waters from April 1 to October 31, to sell, who hasn't lived in Maine for three years."

In the Summer and early Fall there are periods when, according to Gloucester mackerel seiners, the mackerel are most likely to be along the Maine coast within the three-mile limit. Whiting fishermen also have found it advantageous to pursue their livelihood at times within the three-mile limit.

The judges in the case held that Maine was barring outsiders from its waters in the only months when it was possible to catch in those waters, not only whiting but also "comparable fish, such as mackerel, and herring, for instance, which either disperse during the Winter or move offshore beyond the three-mile limit."

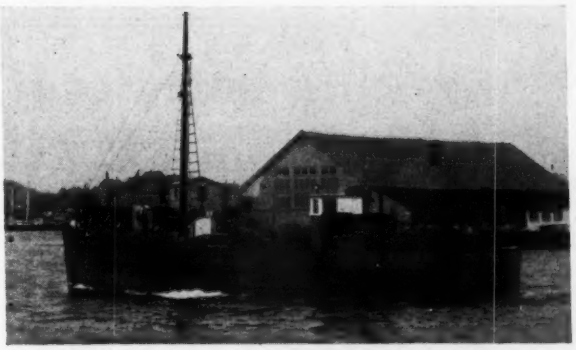
Mackerel Seining Continues to Improve

Gloucester mackerel seiners struck mackerel a reasonable distance from port on several occasions during October. One of the best days for mackerel production was October 8, when the fleet got 305,000 lbs. of the fish, mostly large.

The mackerel seiner *Jennie and Lucia,* skippered by Capt. Peter Testaverde, had the biggest fare, hailing for 74,000 lbs., of which 60,000 lbs. were large fish. The trip, which was the largest for some time, brought approximately $6,000. The large fish sold for $9.50 per hundred lbs., and the small brought $5.50.

Another good trip was that of the seiner *Rose Marie,* which hailed for 52,000 lbs. of mackerel at Gloucester on October 2.

The mackerel price was high on October 16, when a fleet of five seiners which had nearly 100,000 lbs. of fish received $13.65 per hundred lbs. for the large ones.



The 50' Gloucester gill netter "Aliburton", owned by Albert Sawyer of Rockport, Mass., and powered by a 135 hp. Buda Diesel.

Draggers Have Good Stocks

The dragger *Joseph and Lucia,* Capt. Joe Brancaleone, gross stocked $8900, with each man receiving $500, on a 174,000-lb. trip which she landed on October 3. The catch consisted of 160,000 lbs. redfish and 14,000 lbs. mixed fish, which was landed after a voyage of only 7 days.

Approximately $10,000 was the gross stock of the dragger *Columbia* for a trip which she landed on October 6, made up of 195,000 lbs. redfish and 15,000 lbs. mixed fish.

Heavy Redfish Receipts

Redfish receipts were heavy in Gloucester over Columbus Day. Only nine craft landed trips, but they had an average of 131,000 lbs. each.

The dragger *Felicia,* Capt. Salvatore Nicastro, was top boat for the day, with 215,000 lbs. of redfish. She received 4½c per pound for the fish.

Gloucester had 13 boats with 1,431,500 lbs. of fish on October 6. Eleven draggers had 1,281,000 lbs. redfish and 105,500 lbs. mixed fish, while two seiners added 27,000 lbs. mackerel.

Trash Fish Catch Drops

Landings of fish for "reduction" and animal food in Gloucester in September of this year were only one-tenth of what they were in September 1949. Production of trash fish this September amounted to 248,700 lbs., compared to 2,754,950 lbs. in September, 1949.

"Joseph S. Mattos" Being Repowered

The dragger *Joseph S. Mattos,* owned by Capt. Albino M. Pereira, is being repowered with a 260 hp. Cooper-Bessemer engine. Capt. Pereira is skipper of the *Portugal.*

Film Showing Essex Shipbuilding Wins Prize

At the Eleventh International Exhibition of Cinematographic Art at Venice, Italy, held August 8 to September 10, the film "Shipbuilders of Essex" was awarded first prize among the technical films. This film, produced for the Department of State's Information Service, shows skilled craftsmen of Essex, Mass. constructing a wooden fishing vessel.

Fishermen's Group Buys Trident Buildings

A group of Gloucester fishermen representing some 30 fishing boats and operating under the name of Fishermen's Wharf, Inc. signed an agreement on Oct. 26 to buy the wharf and buildings of Trident Fisheries, Inc., with the exception of the office building.

The Fishermen's Wharf, Inc. plans to use the property as a base for small fishing vessels, to provide locker space for gear used by the vessels, and to provide wharfage for their boats.

"Win Story" Burns and Sinks

The four members of the crew of the fishing dragger *Win Story,* which burned and sank at sea November 2, were rescued and landed at Gloucester by the *Immaculate Conception,* Capt. Vito Lograsso. Capt. Nofie Demetri of the *Win Story* reported that none of his crew was injured in the fire which broke out in the engine room of the vessel.

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of the fairness of present dock charges and of the extent to which dock owners control and regulate the industry or limit its development in Stonington.

7. That the State testing laboratory program and carry on a testing schedule on fishing gear of all types.

8. That technical advisers be sought to devise more efficient methods of operating the vessels and reducing costs.

9. That the Connecticut Attorney General be asked to investigate immediately the status of neighboring States in the matter of discriminating license fees.

10. That every effort be made to have the State of Connecticut purchases of edible fish be restricted to fish landed in Connecticut.

The commission predicts that the proposed trash fish processing plant at Stonington will mean from $400,000 to $600,000 in annual returns to the fishermen alone, based on current market prices. An ultimate average supply of raw fish of from 100,000 to 200,000 lbs. per day, five days a week, ten months a year, is seen for the plant.

An active organization, including both fishing hands and boat owners, is desirable to assist in improving the industry, the commissioners suggest.

Thomas Dunn of Stonington, an engineer, is chairman of the commission. Other members include Capts. Harold McLaughlin and Dennis Cidale of the Stonington fleet; Charles Monsam, agent for the Fishermen's Union; and Dr. E. F. Thompson of the Bingham Oceanographic Laboratory, Yale University.

Rejoins Stonington Fleet

The *Dolly & David,* skippered by Len McWilliams, returned to Stonington during October after several months fishing out of Woods Hole and New Bedford, Mass.

The "Marie Annette", 56' shrimper owned by the Vona Shrimp Co. of Mayport, Fla., and powered by a D13000 Caterpillar Diesel.

Florida Sponge Catches Show Improvement

It looked like the good old times at Tarpon Springs October 31 when a sponge diving boat returned home with a huge load of sponges.

The *Eleni*, owned by the Samarkos Brothers, came in with 6,200 pieces of wool sponges—the top variety of sponge—after an absence of 33 days.

This was one of the biggest loads brought into Tarpon Springs since a strange maritime blight hit beds where the fleet gathers the sponges.

Three other diving boats are in the Gulf of Mexico and Capt. Mike Houllis of the *Eleni* reported they all were having good luck. Several boats which gather sponges by hooking them in shallow water also are operating.

Dry Tortugas Within Florida's Boundary

Attorney General Richard Ervin ruled on October 25 that Dry Tortugas is within Florida's boundary.

State Conservation Supervisor George Vathis, who inquired what shrimp grounds in the Keys area would be under Florida's jurisdiction, was told that the shrimp grounds lying between the Florida Keys and the Tortugas Islands appear to be under the jurisdiction of the State except that all shrimp grounds that extend into the Gulf more than three leagues are not to be considered within the boundary of the State of Florida.

Oyster Survey Being Conducted

The Florida Oyster Division's research vessel *Spat I* has completed its first week of work in the waters in and around Panama City. Centering most of its preliminary observations in West Bay and Choctawhatchee Bay, the laboratory boat has carried out possibly the first studies ever made on hydrographic conditions in this area.

These studies are being carried out as part of a State-wide program to determine the most favorable areas for oyster cultivation.

According to R. M. Ingle, assistant director of the Oyster Division, the salinity conditions in and around the town of West Bay seem highly favorable for oyster growth.

Oppose Commercial Seining of Fresh Water Fish

About 25 representatives of the Fifth District Wildlife Federation went on record at Deland on October 13 as opposing the commercial seining of all fresh water fish and the sale of any fresh water fish in the State.

The resolution was to be submitted to the State Game and Fresh Water Fish Commission and the Florida Wildlife Federation at its convention in Welaka.

The State Commission is considering a State biologist's recommendation that the St. John's River and Lake Okeechobee be opened to seining.

"Doris" Makes Port Safely

The two-masted fishing schooner *Doris* from Carrabelle, which had been the object of an extensive aerial search by Coast Guard aircraft since being reported overdue, made port early last month under sail. The craft, with a crew of four, put in at Destin with all aboard safe.

Raises Shrimp Artificially

A former boatbuilder, H. S. Watkins of St. Petersburg, after eighteen months of experimenting is now successfully raising shrimp artificially.

He raises them from the egg to bait size in an enclosed area of about 45 acres. Then they are transferred to a storage tank which will hold 100,000 shrimp.

He already has delivered several thousands to bait dealers in Pinellas County and predicts he soon will be able to supply all the Pinellas dealers.

At present a State law prevents shipment of live shrimp from this area, but Watkins hopes the law will be changed so he can run a State-wide business.

He has a contract with the State Conservation Department giving him sole right to raise shrimp commercially in Big Bird Key Bayou.

Suit Against Sponge Exchange Dismissed

A suit charging the Tarpon Springs Sponge Exchange with anti-trust violations was dismissed by Federal Judge Whitehurst on October 9.

But the judge gave the plaintiff, Alexander Stefanidi, 30 days in which to amend his complaint and file another suit. He also granted attorneys for the Exchange 30 days from that filing date to prepare an answer and defense.

Stefanidi asked $45,000 damages, claiming the Exchange canceled his membership and prevented him from buying sponges for sale in interstate commerce. Attorneys for the Exchange asked dismissal, contending Stefanidi had not stated a claim on which relief could be granted and that his inability to purchase sponges was not due to actions of Exchange officials.

Sea May Produce More Food Than Land

The sea some day may produce more food than the land, according to Dr. Harold J. Humm, director of marine biology at Florida State University.

Dr. Humm added that in terms of economic value, the great variety of raw materials that eventually may be obtained from the sea through marine research, may be worth as much as the food.

The productive capacity of the sea has been estimated by marine biologists to be approximately twice that of the land for each square mile, and it is believed that for every fish in the sea there is perhaps 1,000 times as much organic matter in some other form.

Dr. Humm's research work at Duke University on the economic uses of seaweeds led to the development of a large factory in North Carolina which now manufactures medical products from basic seaweed formulae.

Georgia Shrimper "Hucklebuck" Burns

The shrimp boat *Hucklebuck* which caught fire last month off Cumberland Island, Ga. is a total loss, only the propeller, shaft and stuffing boxes being salvaged from the wreck.

The boat caught fire when the engine backfired, and the flames spread so quickly that the skipper, Willie Hays and his helper, had to jump overboard. They were rescued by another shrimp boat from Fernandina, Fla. and transferred to the *Za Za*, a St. Mary's vessel.

Two Boats Run Aground

Two shrimp boats, the *Dickey Belle* and *Winnie Belle*, operating out of St. Mary's, Ga., were marooned in the marshes near St. Mary's on October 18 while seeking refuge from a storm.

The boats were headed for Burrell Creek but missed a turn in the channel and ran aground. Damage was believed to be slight, however.

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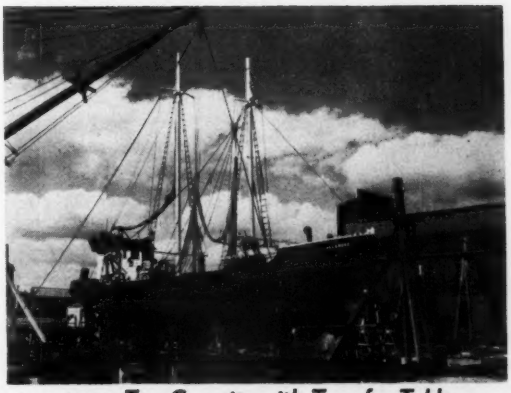

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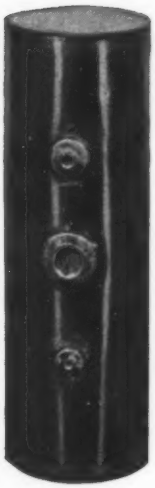
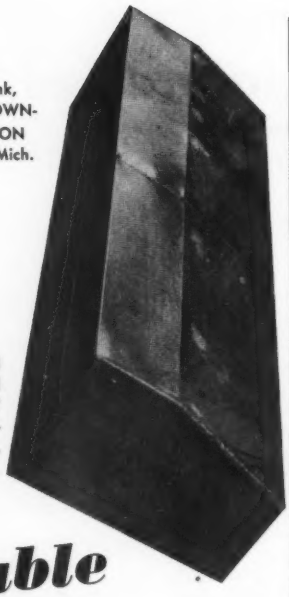


Welded-Monel tank, fabricated by BROWN-HUTCHINSON IRON WORKS, Detroit, Mich.



Welded-Monel tank, fabricated by ALLCRAFT MFG. CO., Cambridge 42, Mass.

Less Trouble Less Risk Less Expense

...MONEL fuel and water tanks

When your tanks are made of corrosion-resistant Monel®, you carry effective protection against high maintenance bills and the risk of serious mishap.

Here's why!

- ***Monel tanks resist corrosion.*** They stand up to damaging salt water and any fuels and keep fresh water fresh.
- ***No gasoline gums.*** Corrosion-resistant Monel won't react with gasoline to form strainer and line-clogging, engine-damaging gums.
- ***Seams stay tight.*** Welded, correctly-baffled Monel tanks withstand engine vibration, wave pounding, and internal shock from sloshing fluids. They're strong at the seams.
- ***Lower maintenance costs.*** You can expect a Monel tank to last as long as the boat! You save on repairs, refitting, lay-ups. You should never have to rip out bulkheads and tear up decking because of tank repairs.

Your local boat yard or nearest competent sheet metal fabricator will gladly quote on safer, stronger, welded Monel tanks. See him before refitting or building.

And if you want to be sure your boat meets latest fire safety recommendations, check it against the new 1950 issue of "Fire Protection Standards for Motor Craft," adopted by The National Fire Protection Association. Send 35 cents directly to The National Fire Protection Assn., 60 Batterymarch Street, Boston 10, Mass.

THE INTERNATIONAL NICKEL COMPANY, INC.
67 Wall Street, New York 5, N. Y.

Monel

EMBLEM OF SERVICE INCO TRADE MARK

"...It's the SEAGOIN'® metal"

Research on Hard Clams

(*Continued from page 13*)

tioned on the fishing ground as to their catch, hours worked, and any additional information they may be able to offer on seasonal aspects and trends of the fishery.

Experiments are planned for the near future to determine the feasibility of "farming" quahaugs. From these it is expected to obtain information on the most favorable type of bottom, best patterns of tide or current, and the effects of crowding on growth of various-sized clams.

Cooperative Projects

In addition to the Rhode Island studies, cooperative and supplemental projects are being conducted in other localities. Dr. V. L. Loosanoff, director of the U. S. Biological Laboratory at Milford, Conn., is directing his efforts toward laboratory culture of clams and is assisting in the identification of larval stages of common mollusks by preparing photomicrographs and microscope slides for distribution to workers throughout the investigation. He has successfully reared large numbers of quahaug larvae past setting size, and has supplied them to investigators in several areas for experimental planting.

Dr. Thurlow Nelson of Rutgers University, New Brunswick, N. J. is directing graduate students in a continuation of his 1949 program, devoted to the study of food organisms and the problem of obtaining seed from natural reproduction. Dr. H. Haskins of the University is conducting studies on the growth of clams of various ages, the seasonal increase in the size of meats, and the effects of predators on seed clams. Dr. M. Carriker of Rutgers is investigating pelagic bivalve larvae to establish criteria to differentiate the larval stages of quahaugs from those of other mollusks.

An overall ecological survey of Narragansett Bay, placing special emphasis on the quahaug population, is being conducted by Dr. Charles J. Fish, director of the Narragansett Marine Laboratory.

Dr. Walter A. Chipman of the Fish & Wildlife Service Laboratory at Beaufort, N. C., is conducting a study of the basic food materials of clams, employing newly developed radioactive tracer techniques.

About 1100 hard clams have been planted in Maryland in cooperation with the Maryland Department of Research and Education for growth and survival studies in this area. Another smaller planting in the Beaufort, N. C. area has been made by Dr. Chestnut of the Institute of Fisheries Research of North Carolina.

Boat Safety

(*Continued from page 15*)

through them without half-trying. The same was true of the hatches on the deck.

A gale struck the boats and the waves washed over the tug being towed like she was a half-tide rock. The big pump needed two men to operate the long handles, but they kept the water from sinking the tug, although it was too deep in the hull for safety at times. A smaller pump would not have kept the boat afloat.

There is a tremendous variety of bilge pumps to choose from, including the type which is driven off the main shaft and keeps the boat clear of water as it travels along. Then there are automatic bilge pumps which have a float which rises and starts up the pump when the water rises to the level of the float, and pumps which can operate entirely submerged.

Some pumps have rubber or laminate impellers (the revolving part that pushes the water around inside the pump) which allow all kinds of grit, sand, pieces of fish, mud, etc. to pass through. There also are bilge pumps mounted on a base with an electric motor or even with a gasoline or Diesel engine.

Aids to Navigation

A skipper has many navigation aids today, but he still needs a compass he can depend upon. This is especially

Four F. J. O'Hara Draggers

Get Increased Power For Quicker Trips of "Tip-Top" Quality Fish

Four of the six draggers in the F. J. O'Hara & Sons' fleet, operating from Portland and Rockland, Maine, have been repowered with larger engines. They are the 82' *Notre Dame, Jeanne D'Arc* and *Villanova* and the 58' *Trinity.*

With their increased power, these modern vessels will be able to make quicker trips and operate in practically any weather, thus assuring a continuous supply of quality fish.,

F. J. O'Hara's up-to-date processing plants at Boston, Portland and Rockland are equipped to produce the finest obtainable quick frozen fillets.

In addition to handling the production of their own boats, the F. J. O'Hara plants offer a profitable outlet for the catches of independent boats.

It's good business to do business with F. J. O'Hara.

F. J. O'HARA & SONS, INC.

Producers and Distributors of Fresh and Frozen Seafood

BOSTON, MASS. — PORTLAND, MAINE — ROCKLAND, MAINE

true in fog if a big rock looms up dead ahead when it should be several points off to port—just a compass deviation you weren't sure of. You might find it too late to back off some day. A compass you cannot depend on is a source of danger and might as well be on the dock.

There are compass adjusters who know their stuff, and who can compensate for every condition to make your compass a trustworthy instrument. When was your boat's compass adjusted last? Was it before you installed that new generator? Better have the compass expert make your boat safe. Don't take chances.

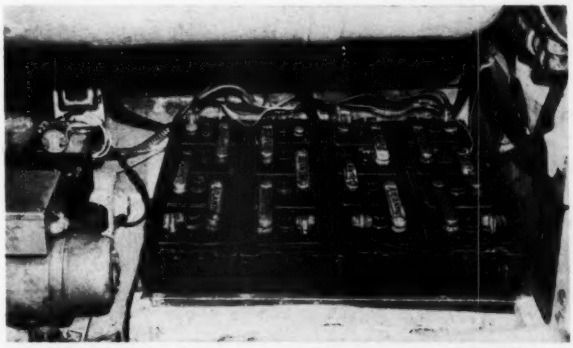
The various depth sounding devices are valuable not only for locating good fishing grounds by learning immediately the depth of water, but for safety and protection against running aground. Years ago such equipment was too bulky and expensive and thus was used only by the larger vessels, but today sonic sounders are manufactured which fit the small craft. These sounders are a money-making safety feature, and are especially valuable for craft operating near shore.

In a discussion of such equipment, of course, the companion equipment of radio direction finder and radiotelephone also should be considered. We need not elaborate to explain the factor of safety in having such equipment.

If you want to realize the advantages you enjoy now we suggest you take along on your next trip the oldest retired sea captain you can find in Sailors' Snug Harbor and watch his reaction. Or look over the bone-yards along our shore where skeletons of ships rest which went ashore in the days when these craft were sailed by taking a smell of the air.

Today vessels are navigated by radio instruments and the man who continues to navigate by guessing is losing out. Through the use of all these aids to navigation, including speed logs which are accurate beyond anything in the form of a swirling taffrail log the old skipper used to toss over, the fishing skipper today can place his position on a chart to a tiny pin-point accuracy. That spells safety.

Complete Satisfaction with 3 Installations Dictates Choice of ATLANTIC BATTERIES In 4th Dragger of F. J. O'Hara Fleet



32-Volt Set of Atlantic Marine Batteries aboard "Trinity"

Four of the draggers owned by F. J. O'Hara & Sons, Inc. of Portland and Rockland, Me., are equipped with Atlantic Marine Batteries. They are the 82 ft. "Notre Dame" and "Villanova" and 58 ft. "Trinity" and "Queen of Peace".

Direct Factory Sales Save You Money

ATLANTIC BATTERY COMPANY

59 Prentiss St. Tel. GArrison 7-7272 Boston 20, Mass.

"You Get More Out of an ATLANTIC Because We Put More Into It."

Equipment and Supply Trade News

Twin Disc Promotes Wahler, Harmon

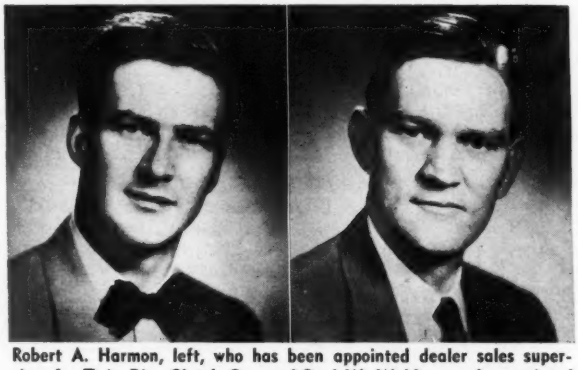
The Twin Disc Clutch Co., Racine, Wisc., has announced the appointment of Paul W. Wahler as service manager and Robert A. Harmon as dealer sales supervisor. Both men will make their headquarters in Racine.

Wahler joined the engineering department of the Company in 1937 as an engineering assistant. In 1940, he became a district service engineer stationed in Seattle, Wash. He entered the Army in 1941 as a First Lieutenant and reverted to inactive duty as a Lieutenant Colonel in 1946 after overseas duty in the European Theater. After returning from the Armed Forces, he became district service engineer in the New Orleans area, then returned to the West Coast as assistant district manager.

Wahler is a graduate Mechanical Engineer from the University of Wisconsin. In his new duties he will supervise all service operations through the five factory owned parts stations which supply parts to all Twin Disc outlets.

Mr. Harmon, the new dealer sales supervisor, has been connected with sales engineering since joining Twin Disc more than three years ago. He served as field representative and as eastern district sales engineer before promotion to his present duties of coordinating all dealer sales activities.

Harmon is a graduate of Case Institute of Technology, Cleveland.



Robert A. Harmon, left, who has been appointed dealer sales supervisor for Twin Disc Clutch Co.; and Paul W. Wahler, newly-appointed service manager of the firm.

Booklet on Servicing Caterpillar Equipment

"Service Reporter" is the title of a new publication released recently by Caterpillar Tractor Co., Peoria 8, Ill., and which it is believed will prove itself valuable to every owner and operator of Caterpillar equipment.

The new booklet is written informally in "easy to understand" language and contains many helpful hints and basic information on how to keep Caterpillar equipment in good working condition.

"Service Reporter" is compiled and edited by Vic Woodling, supervisor of dealer service publications and the Caterpillar service staff. For the present it will be issued four times a year—October, January, April, and July. Each issue will contain subjects applicable to every owner, fleet or individual, and will not be confined to one class of equipment.

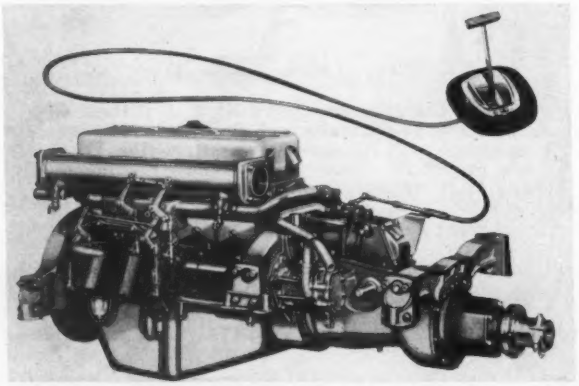
Allis-Chalmers Pump Selection Guide

Economical pumping units for every industry are catalogued in a new 16-page "Handy Guide to Selection of Centrifugal Pumps" released by Allis-Chalmers Manufacturing Co., 1130 S. 70th St., Milwaukee, Wis.

A wide variety of units are indexed in this bulletin including close-coupled, pedestal, double suction single stage, multi-stage, self-priming, fractional horsepower, coolant and circulating, fire and marine pumps.

Allis-Chalmers builds centrifugal pumps of numerous types and sizes for various marine applications. They range from small drinking water pumps to those for bilge service—single stage, single or double suction.

Head capacity charts and tables for various types of the pumps are given along with data on sizes, capacity, and construction features.



The 125 hp. Chrysler Crown Special.

Cooper-Bessemer Retains Supercharging Expert

For several months John Fulleman, internationally recognized authority on engine supercharging and centrifugal compressor design, has been at work with the Cooper-Bessemer Corporation's engineering staff coordinating a broad engine development now under way at the firm's Mt. Vernon, Ohio, headquarters plant.

"Our purpose in retaining the services of a compressor design authority like Mr. Fulleman is two-fold," Ralph L. Boyer, vice-president and chief engineer of Cooper-Bessemer, explained. "It is, of course, becoming increasingly evident that future demands on gas and Diesel engines will of necessity call for further increases in horsepower output without corresponding increases in size or weight. This requirement, in addition to the engine builder's constant desire to achieve still greater economies of operation, obviously calls for further acceleration in our continuing program and development in engine supercharging, work for which Mr. Fulleman is well known."

World Fisheries Yearbook

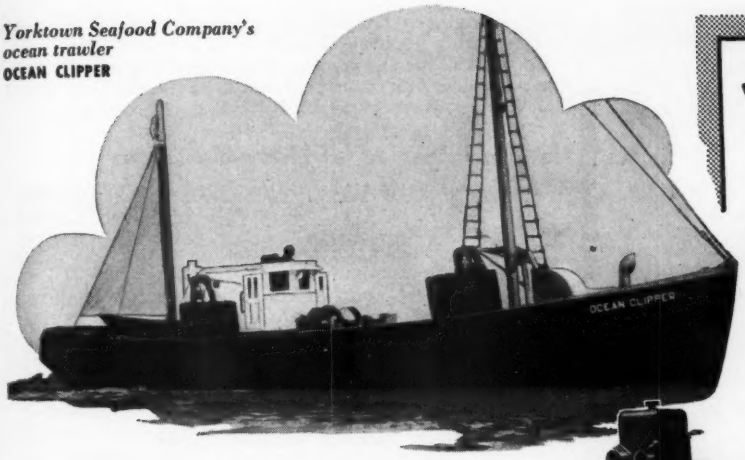
The 1950 edition of the World Fisheries Yearbook and Directory, published by British-Continental Trade Press Ltd., is larger and more comprehensive than ever before. Its 520 pages contain expert contributions on the fishing industry, the distribution of fresh, frozen, cured, and canned fish and the fish processing industries in all aspects.

Special attention is given to the progress in quick-freezing, and one chapter, "A Good Kettle of Fish", contains practical recipes for original fish dishes.

Other chapters are devoted to research in the fisheries, fishing vessel construction and equipment, processing, packing and transport of fish.

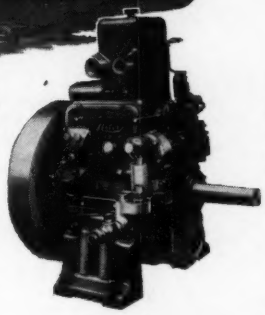
The Reference Section includes a description, with many illustrations, of the hundreds of fish varieties on the markets; a survey of conditions in all the important producing and consuming countries; a dictionary in seven languages with scientific terms and the World Directory

Yorktown Seafood Company's ocean trawler
OCEAN CLIPPER



"COULDN'T ASK FOR A BETTER DIESEL!"

L-B FLEET-PROVED POWER



LISTER-BLACKSTONE *9 h.p., single cylinder model 9/1 of the type used for providing auxiliary power requirements for the vessels of Yorktown Seafood Company's fleet.*

FLEET OPERATORS really back up such statements with authority. Here's convincing proof from an expert judge of engine performance and operating costs, W. J. Shields, General Manager, Yorktown Seafood Company, Seaford, Va.: "From long experience with Lister-Blackstones on our trawler OCEAN CLIPPER and her two sister vessels we are particularly pleased with Lister-Blackstone's cost of operation — THE LOWEST COST WE HAVE EVER EXPERIENCED!"

Lister-Blackstone

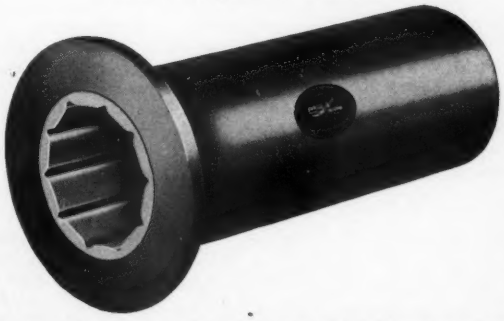
LISTER-BLACKSTONE, Inc.
Factory, Sales & Service Headquarters:
420 Lexington Avenue, New York 17, N. Y.
Parts Warehouses:
NORFOLK, Va., 109 Second Street
BOSTON, Mass., Whesco Bldg., Fish Pier
Boston • New York • Norfolk • New Orleans • Mobile
Tampa • Miami • Jacksonville • San Antonio • Dallas • Houston
Newton (Iowa) • Seattle • Los Angeles • San Francisco • San Diego
Montreal • Toronto • Winnipeg • Vancouver
Sold and Serviced in 37 Countries Throughout The World

LOOKING TO SAVE? ANXIOUS ABOUT DELIVERIES? ORDER NOW — GET BEST DIESEL VALUE FOR YOUR DOLLAR AT REDUCED PRICES! 3 to 480 h.p., propulsion and auxiliary. Service and parts from Lister-Blackstone distributors everywhere. Write us your requirements. Address Dept. A.

B.F.Goodrich

Cutless Bearings

For Propeller Shafts



Soft rubber, water lubricated, Cutless bearings give years of trouble free service on fishing vessels. Resist heat, oil, and wear. Quiet and protect shafts too. There is a size and type to fit your boat.

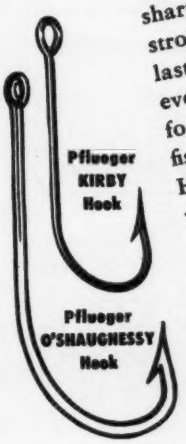
Available at Boat Repair Yards and Marine Equipment dealers.

Lucian Q. Moffitt, Inc.
AKRON, 8, OHIO
Engineers and National Distributors

PFLUEGER HOOKS

Built Right to Stay Right

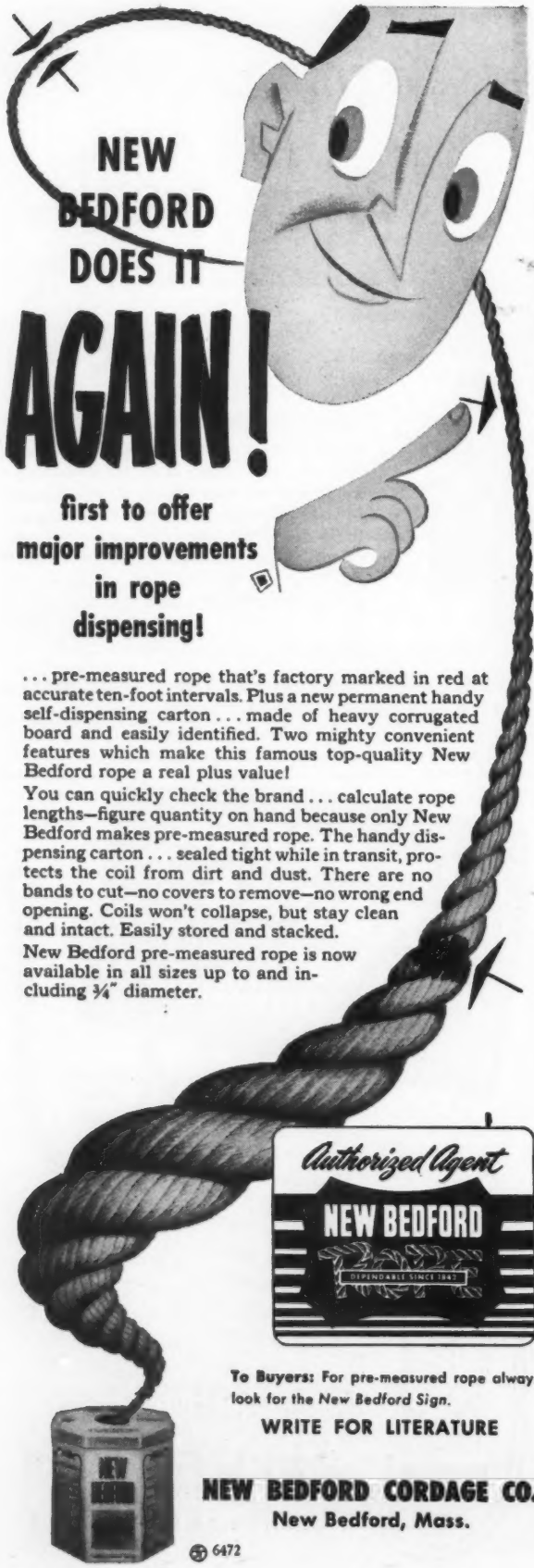
Sharp points— sharp barbs— strong steel—long lasting finish. You get every feature wanted for hooking and holding fish when you ask for Pflueger Hooks. Made from over 80 years experience.



Ask your supplier

THE ENTERPRISE MFG. CO.
AKRON, OHIO

PFLUEGER
(Pronounced FLEW-GER)
A GREAT NAME IN TACKLE


NEW BEDFORD DOES IT AGAIN!
first to offer major improvements in rope dispensing!
. . . pre-measured rope that's factory marked in red at accurate ten-foot intervals. Plus a new permanent handy self-dispensing carton . . . made of heavy corrugated board and easily identified. Two mighty convenient features which make this famous top-quality New Bedford rope a real plus value!
You can quickly check the brand . . . calculate rope lengths—figure quantity on hand because only New Bedford makes pre-measured rope. The handy dispensing carton . . . sealed tight while in transit, protects the coil from dirt and dust. There are no bands to cut—no covers to remove—no wrong end opening. Coils won't collapse, but stay clean and intact. Easily stored and stacked.
New Bedford pre-measured rope is now available in all sizes up to and including ¾" diameter.
Authorized Agent
NEW BEDFORD
DEPENDABLE SINCE 1847
To Buyers: For pre-measured rope always look for the New Bedford Sign.
WRITE FOR LITERATURE
NEW BEDFORD CORDAGE CO.
New Bedford, Mass.
6472

of firms connected with fish, sub-divided in ten sections and including about 5000 firms in 68 countries.

Copies of the book can be obtained from British-Continental's American representative, J. D. Griffiths, 2 Clark Court, Rutherford, N. J. for $2.80.

New York Display for Lister-Blackstone

Show window premises in the Grand Central Terminal District of New York City have been acquired by Lister-Blackstone, Inc.

The new premises, located at 49 Vanderbilt Ave., will supplement the Company's executive offices at 420 Lexington Ave., New York, and will be used for displaying latest models of the Company's line of Diesel engines, generators and marine auxiliary units.

In addition, maintenance and spare parts service for the Greater New York Area will be handled out of the new office.

Geddes Heads Bendix Marine Sales

R. P. Geddes, Jr.

R. P. Geddes, Jr. has been appointed sales manager of the Marine Department of the Pacific Division, Bendix Aviation Corp., North Hollywood, Calif. Named to the Sales Department were W. P. Rhea and Charles Bankart.

All of the three men have been with the firm since before the Marine Department was established to manufacture and sell the Bendix depth recorder. Up to the present time Geddes has been in charge of West Coast sales. Rhea, who has been service manager for the recorders in the West, will continue to cover the area both as service manager and in his new sales capacity, while Bankart, who has headed up service on the East Coast, will add sales responsibiiities to his activities in that area.

Higgs, President N. Y. Marine Trades Assn.

William T. Higgs, president of Higgs Marine Service, Inc., Bronx, N. Y., was elected president of the New York Marine Trades Association at the group's annual meeting and election of officers, October 11. Mr. Higgs succeeds George E. Maxwell of the Socony-Vacuum Oil Co.

Other officers elected, all of whom took office immediately, were: George E. Mikkelsen, vice-president of the Oluf Mikkelsen Co., executive vice-presidnt; John Toomey of the Durkee Co., James Danehy of William Edgar John Associates, and Edward J. Panish of Panish Controls, vice-presidents; John Tiebout, Jr., of W. & J. Tiebout Co., secretary; and Harry Morris, of the Industrial Bank of Commerce, treasurer.

Frost Enlarges Chris-Craft Display

Richard D. Frost, manager of Albert G. Frost Co., 26 Forest Ave., Portland 3, Me., announces the official opening on November 25 of the Company's new display warehouse on Route One in Scarboro. The added quarters will provide greatly enlarged display facilities for Chris-Craft marine engines, which are distributed in Maine by Frost.

An inventory of at least 25 engines, representing practically every model in the Chris-Craft line, will be maintained. The supply of engine parts is being increased to take care of any requirement from stock. John C. Marriner is in charge of engine sales and service.

The new building contains 7500 square feet of floor space, including a 1000 sq. ft. show room. It is of clear span construction and has large electric doors, radiant floor heating and good lighting. An electric hoist facilitates handling and loading of engines, and there is ample parking space.

Rhode Island Imports of Newfoundland Frozen Fish Fillets Protested

Landing of 600 tons of frozen fillets at Providence some time ago, hailed by port authorities as the start of a potentially profitable import trade, has brought protests from fishing industry spokesmen in New Bedford, Mass., who termed the traffic a threat to New England fishermen and seafood workers.

At that time it was reported that the shipper, Fisheries Products, intended to land a cargo of fish at Providence every 10 days or two weeks if distribution facilities proved satisfactory. However, it is understood the company's current fish holdings are low because of recent heavy shipments to its distributors in Cleveland. The next Providence shipment was not expected until the middle of November.

Landings at Providence are expected to total 3,000,000 lbs. a month once regular traffic is established.

New Docks Being Constructed

Three old docks, lying between the State Pier and fish processing plant at Galilee, have been taken out to be replaced by new and larger piers. Workmen have been busy pounding 30' long native oak piles into position for the first new dock.

The new docks will extend from 84 to 132', and will be 4' wide. They are expected to be completed in about three and one-half months.

Lakewood Boy Rescues Scalloper

A 12-year-old Lakewood boy, William Hubbard, Jr., rowing a 10' boat against a heavy current, saved scalloper Richard Taft whose light cabin boat had capsized after being swept into the side of a bridge in an exceptionally heavy tide in Potter's Pond, East Matunuck.

The scalloper's companion, Kenneth H. Knowles, was able to swim ashore against the rough current after the boat had run out of gas and foundered.

New Jersey Bridge Opening Problem Being Studied

The frequency of opening the Ocean Drive and other bridges in Cape May County is being studied, and efforts will be made in cooperation with the State Highway Department to accommodate boatmen and at the same time continue to keep motor traffic moving in the resort area.

The necessity of having to lift spans for fishing outriggers, radio masts and boat superstructures has been more frequent than anticipated. The number of openings on any single bridge run as high as 30 a day, with the result that highway traffic is often completely bogged down.

One proposal already advanced would require boats to place masts on swivels, which would apply especially to yachts, many of which include masts for ornamental purposes.

Sail for Florida

Several Beach Haven boats and their Captains left for the Florida fishing grounds the latter part of October. Capt. Max Schoenberg and son Herbert in the *Henrietta II* and Capt. Henry Schoenberg accompanied by Alfred Kucher in the *Spearmaiden* were the first to leave.

Capt. Rudy Steinhauser and Capt. Leo Droughton were the next to start South. Others will leave soon.

Whiptail Shark Found on Beach

Joseph Mazzotta of Wildwood discovered a whiptail shark which had been washed up on the beach at Wildwood last month. The shark measured 11' 3" from tip to tip but had a tail over 6' long. It weighed upwards of 200 lbs.

While not a rarity, the whiptail shark differs radically from others in that it possesses such a long tail.

PITTSBURGH TOPSIDE WHITE

Stays White Longer!

Really Tough and Durable!

HERE'S a topside white that will not discolor from fumes from fuel, foul water, dock and harbor sewage or industrial gases. It's whiter when it goes on and it stays white longer!

● **Pittsburgh Superstructure White** goes on easily, too, and dries quickly to a highly resistant elastic finish that gives long-lasting protection you can count on. It will not chalk excessively, nor crack or mar easily. Sun, wind, rain, ice and salt spray don't affect this great seagoing paint which is at home in all extremes of temperature.

● **Pittsburgh** has the finish for your marine need, whatever it may be. Write for free booklet that can save you time and money.

● IMPORTANT NOTICE TO SHIP CHANDLERS! Although Pittsburgh Marine service covers most important ports, we have a few opportunities for ship chandlers. If interested, write, wire or phone the factory nearest you.

PITTSBURGH PLATE GLASS COMPANY
Industrial Paint Division, Pittsburgh, Pa.
Factories: Milwaukee, Wis.; Newark, N. J.; Springdale, Pa.; Houston, Texas; Los Angeles, California; Portland, Ore. Ditzler Color Div., Detroit, Mich. The Thresher Paint & Varnish Co., Dayton, O. Forbes Finishes Div., Cleveland, Ohio. M. B. Suydam Div., Pittsburgh, Pa.

PITTSBURGH Marine Finishes

PAINTS • GLASS • CHEMICALS • BRUSHES • PLASTICS

PITTSBURGH PLATE GLASS COMPANY

For any marine purpose . . .

CHRIS-CRAFT MARINE ENGINES

. . . are the world's best buys!

Model B, 60 h.p. Model K, 95 h.p.

Model KL, 105 h.p. Model KBL, 131 h.p.

Model M, 130 h.p. Model ML, 145 h.p.

Model MBL, 158 h.p. Model W, 160 h.p.

RUGGED Chris-Craft Marine Engines are specially built for marine use. Year after year, they provide superb performance, are economical, dependable, trouble-free. Chris-Craft Marine Engines are available in 60, 95, 105, 130, 131, 145, 158 and 160 h.p. Reduction drives and opposite rotation available for most models. For any marine use, your best marine-engine buy is Chris-Craft!

READ WHAT USERS SAY!

Joe Fair

"I've been a Chris-Craft Marine Engine owner for 12 years," writes Joe Fair, sportsman, Lake Worth, Fla., "and, consequently, have enjoyed 12 years of really carefree boating pleasure. During this period, I owned two Chris-Craft-powered runabouts — operated them in both salt and fresh water with never a delay due to engine trouble. They have always run smoothly and economically, year after year. There isn't a better marine engine built anywhere than a Chris-Craft!"

Fishermen! Chris-Craft Marine Engines can stand the gaff of tough, commercial operation and give you economical, trouble-free service! Ask your marine dealer, boat yard or boat builder for data, or write for FREE catalog.

Chris-Craft

MARINE ENGINE DIVISION

CHRIS-CRAFT CORPORATION, ALGONAC, MICH.

WORLD'S LARGEST BUILDERS OF MARINE PRODUCTS

Fish Landings

For Month of October

Hailing fares. Figure after name indicates number of trips.

BOSTON

Acme (6)	54,000	Mabel Mae (4)	166,500
Addie Mae (6)	50,600	Maine (2)	239,800
Adventure (4)	345,300	Margaret Marie (4)	28,100
Agatha & Patricia (4)	125,300	Maria Del S. (7)	60,700
Alden (1)	70,000	Maria Giuseppe (5)	23,000
Alphonso (5)	40,400	Marietta & Mary (3)	54,300
Annie & Josie (7)	30,000	Maris Stella (2)	164,000
Arlington (3)	390,500	Marjorie (4)	56,300
Assertive (2)	156,300	Marjorie Parker (2)	46,000
Atlantic (3)	275,200	Marsala (3)	44,600
Ave Maria (Dragger) (5)	26,800	Mary & Jennie (6)	29,100
Ave Maria (O. Tr'ler) (2)	105,000	M. C. Ballard (2)	184,000
Barbara C. Angell (3)	204,200	Michael G. (5)	35,400
Bay (3)	305,900	Michigan (3)	292,300
Bonnie (3)	338,200	Nancy B. (5)	108,100
Brighton (3)	259,000	Nancy F. (1)	18,200
Calm (1)	152,000	Neptune (3)	283,300
Cambridge (3)	320,400	North Star (1)	45,000
Capt. Drum (1)	36,000	Nova Antonio (3)	16,400
Carmela Maria (5)	75,100	Nyanza (1)	5,000
Carole June (1)	62,200	Ohio (3)	237,300
Catherine B. (Dragger) (4)	121,800	Olympia (4)	144,400
Catherine B. (L. Tr'ler) (4)	27,200	Olympia La Rosa (3)	94,200
Charlotte M. (1)	70,000	Pam Ann (2)	192,500
Clipper (2)	187,800	Phantom (2)	238,500
Crest (3)	438,800	Pioneer (7)	30,900
Curlew (5)	36,700	Plymouth (3)	253,200
Diana C. (4)	72,600	Princess (3)	49,400
Dorchester (3)	275,000	Quincy (3)	286,900
Drift (2)	210,300	Red Jacket (3)	297,200
Eddie & Lulu M. (5)	10,400	Robert & Edwin (6)	36,500
Elizabeth B. (3)	190,000	Roma (6)	31,700
Esther M. (3)	292,200	Rosalie D. Morse (3)	197,500
Famiglia (4)	80,500	Rosie (7)	62,800
Fanny F. Hickey (5)	35,300	Rush (3)	252,900
Flow (3)	195,400	Sacred Heart (4)	19,800
Flying Cloud (3)	358,000	St. Anna (5)	33,300
4-C-688 (2)	7,600	St. Francis (3)	24,300
4-G-370 (1)	6,400	St. Joseph (4)	175,400
4-G-823 (1)	7,200	St. Michael (6)	21,600
4-H-823 (5)	29,700	St. Peter II (2)	187,400
4-R-630 (3)	10,900	San Antonio (5)	30,500
Frances R. (1)	22,900	San Calogero (6)	62,500
Francesca (3)	17,900	Santa Maria (2)	57,900
Gaetano S. (1)	83,000	Santa Rita (4)	17,700
Geraldine & Phyllis (3)	159,400	Santa Rosalia (4)	18,100
Hornet (2)	13,700	Santina D. (1)	3,100
Ida & Joseph (1)	55,000	Savoia (5)	49,000
Iva M. (1)	13,900	Sebastiano C. (2)	37,700
J. B. Junior (Dragger) (1)	8,000	Serafina II (1)	28,500
J. B. Junior (O. Tr'ler) (2)	239,500	Six Brothers II (4)	14,000
J. B. Junior II (4)	27,800	Surge (3)	292,300
Joe D'Ambrosio (3)	20,100	Texas (2)	199,800
Josephine (3)	18,000	Thomas Whalen (2)	142,000
Josephine F. (3)	15,300	Triton (2)	229,600
Josephine P. II (3)	72,000	Two Pals (7)	49,600
Josie M. (3)	21,400	Uncle Guy (1)	30,800
Leonard & Nancy (3)	85,700	Wave (2)	244,300
Leonarda (5)	33,500	Weymouth (3)	237,600
Little Joe (4)	20,800	Wm. J. O'Brien (3)	210,600
Little Nancy (3)	104,600	Winchester (3)	282,000
Lorine III (3)	77,400	Winthrop (3)	331,700
Louise (1)	72,000	Wisconsin (3)	323,100
Lucky Star (3)	285,500	Yankee (1)	19,600
Lynn (3)	286,900		

Swordfish Landings (No. of Fish)

Jean & Patricia (1)	32

PORTLAND

Agnes & Elizabeth (2)	90,700	Lucy Scola (2)	10,600
Alice M. Doughty (1)	95,700	Manchinoch (3)	103,900
Althea (2)	31,700	Nora Sawyer (3)	4,600
Andarte (2)	109,900	Ocean Clipper (1)	56,500
Annie Louise (2)	21,800	Ocean Wave (1)	52,200
Araho (2)	92,900	Powhatan (1)	50,000
Belle Isle (5)	116,300	Resolute (4)	131,600
Carolyn & Priscilla (2)	78,100	Richard J. Nunan (3)	101,400
Cecil W. (2)	57,100	Sea King (2)	65,100
Cherokee (1)	101,500	Silver Bay (1)	94,100
Clara Louise (1)	33,900	Theresa R. (2)	214,700
Courier (1)	103,000	Thomas D. (3)	218,300
Elinor & Jean (5)	88,600	Trinity (1)	8,100
Ethelina (3)	168,700	Vagabond (2)	101,500
Evzone (2)	130,600	Vandal (2)	124,700
Florence & Lucy (3)	339,000	Vida E. (1)	6,000
Lawson (3)	83,500	Voyager (3)	91,800
Lilo (3)	3,900	Willard Daggett (1)	10,900

NEW BEDFORD

Adventurer (6)	154,700	Madeline (2)	17,100
Anna C. Perry (4)	71,400	Maria-Julia (4)	50,700
Annie Louise (4)	51,400	Mary J. Hayes (2)	85,000
Arnold (5)	85,100	Mary & Joan (2)	92,300
Arthur L. (3)	89,000	Mary M. (2)	24,800
Austin W. (2)	35,100	Meta & Margaret (2)	52,500
Barbara M. (1)	23,800	Mildred & Myra (1)	16,000
Barracuda (1)	7,800	Minnie V. (4)	63,800
Bernice (2)	17,900	Molly & Jane (4)	77,100
Cape Cod (3)	40,400	Nellie (2)	16,600
Capt. Deebold (1)	24,000	New England (4)	43,800
Carol & Dennis (1)	12,500	Noreen (3)	195,800
Carole June (1)	30,400	North Wind (1)	19,100
Catherine T. (2)	126,600	Paolina (4)	165,000
Chas. E. Beckman (3)	40,900	Papoose (1)	20,000
Connie F. (4)	55,700	Pauline H. (3)	205,500
C. R. & M. (4)	71,600	Penguin (4)	96,300
Dauntless (2)	34,500	Phyllis J. (5)	77,400
Doris F. Amero (1)	16,100	Plymouth Belle (3)	41,900
Driftwood (4)	27,200	Portugal (3)	38,500
Elva & Estelle (4)	75,600	Princess (3)	56,800
Elva L. Beal (3)	33,700	Reliance (1)	3,600
Etta K. (1)	18,200	Rita (4)	48,800
Eugene & Rose (4)	85,100	Roann (3)	70,000
Eunice-Lilian (3)	79,200	Roberta Dee (2)	11,900
Fred Henry (3)	39,700	Russell S. (1)	15,100
Gannet (2)	98,500	St. Ann (4)	106,300
Gertrude D. (2)	46,500	Sandra & Jean (3)	68,000
Gladys & Mary (3)	131,100	Sea Fox (3)	49,500
Growler (1)	29,500	Shirley & Roland (1)	13,800
Harmony (2)	30,500	S. M. Murtosa (4)	48,000
Helen B. (5)	106,900	Solveig J. (4)	171,000
Hope (3)	24,400	Sonya (3)	83,100
Huntington Sanford (4)	66,100	Southern Cross (1)	16,500
Invader (4)	72,300	Stanley B. Butler (2)	125,800
Irma Pauline (1)	28,500	Susie O. Carver (5)	74,500
Ivanhoe (4)	95,600	Theresa (Conn.) (2)	30,500
Jacintha (3)	187,200	Theresa (NBD) (2)	17,500
Janet Elise (5)	43,200	Three Pals (5)	51,200
Jessie M. Dutra (1)	4,400	Two Brothers (Conn.) (1)	14,000
J. Henry Smith (3)	21,300	Two Brothers (NBD) (4)	59,300
Jimmy Boy (3)	51,500	Two Brothers (R.I.) (2)	59,800
Joan & Tom (3)	39,300	Venture 1st (5)	120,100
Joan & Ursula (4)	159,400	Victor Johnson (4)	92,100
June Bride (5)	71,100	Victory II (1)	9,400
Katie D. (4)	226,800	Viking (6)	134,300
Kelbarsam (4)	72,000	Virginia (1)	36,500
Liberty (5)	42,300	Whaler (2)	87,000
Liberty Belle (1)	13,500	Winifred M. (3)	36,600

Scallop Landings (Gallons)

Abram H. (3)	3,375	Lainee K. (2)	1,300
Adele K. (3)	3,375	Liboria C. (3)	2,325
Agda (1)	925	Linus S. Eldridge (3)	3,375
Alice J. Hathaway (1)	900	Louis A. Thebaud (3)	3,000
Alpar (3)	3,275	Lubenray (3)	3,275
Anastasia E. (2)	1,080	Malene & Marie (2)	2,250
Anna (1)	700	Marie & Katherine (2)	2,050
Antonina (2)	1,725	Marmax (3)	3,275
Antonio (2)	1,600	Martha E. Murley (2)	1,825
Barbara (1)	775	Mary Anne (2)	2,250
Barbara M. (1)	600	Mary Canas (2)	1,905
Bobby & Harvey (2)	1,950	Mary E. D'Eon (2)	2,150
Bright Star (3)	3,140	Mary J. Landry (1)	850
Camden (3)	2,990	Mary & Jenny (1)	1,125
Carol & Estelle (2)	2,150	Mary & Julia (2)	1,860
Catherine & Mary (2)	2,050	Mary R. Mullins (3)	2,725
Charles S. Ashley (3)	3,375	Mary Tapper (2)	1,850
Charlotte (1)	105	Moonlight (3)	3,190
Christina J. (4)	2,495	Nancy Jane (2)	2,150
Dagny (2)	2,050	Newfoundland (3)	3,140
Doris Gertrude (2)	2,150	Palestine (2)	1,925
Dorothy & Mary (2)	2,270	Pearl Harbor (3)	3,375
Edith (3)	1,870	Pelican (3)	3,075
Elizabeth N. (3)	3,150	Porpoise (3)	3,265
Fairhaven (3)	3,275	Red Star (1)	945
Flamingo (3)	3,310	Red Start (3)	3,340
Fleetwing (4)	4,375	Sea Hawk (2)	2,150
Francis J. Manta (2)	2,025	Sea Ranger (2)	2,250
Friendship (1)	580	Shannon (2)	2,250
Janet & Jean (3)	3,375	Smilyn (3)	3,085
Jennie M. (1)	225	The Friars (4)	3,575
Jerry & Jimmy (3)	3,375	Ursula M. Norton (3)	3,380
Josephine & Mary (3)	3,375	Virginia & Joan(1)	1,025
Julia K. (1)	555	Wamsutta (2)	2,250
Junojaes (3)	3,300	William D. Eldridge (3)	3,275
Kingfisher (3)	3,275	Wm. H. Killigrew (2)	2,180

STONINGTON, CONN.

Alice 2nd (8)	2,100	Lisboa (11)	16,500
America (13)	41,800	Marise (13)	22,100
	*51,000	Mary A. (13)	17,500
Averio (5)	3,600	Mary Ann (8)	5,800
Bette Ann (10)	6,600	Mary H. (13)	7,300
	*7,000	New England (1)	1,200
Betty Boop (10)	21,000	Old Mystic (10)	33,900
Carl J. (13)	22,100	Our Gang (11)	27,400
Carolyn & Gary (16)	27,800		*74,500
Connie M. (15)	18,500	Portugal (2)	5,400
	*9,400	Russell S. (1)	4,100
Dolly & David (2)	10,100	St. Peter (10)	4,300
Eleanor (2)	400	Vagabond (9)	12,600
Fairweather (13)	34,700		*2,200
Fatima (7)	1,700	Weezie May (1)	300
Harold (9)	8,500	William B. (7)	40,000
Irene & Walter (10)	23,000	Wm. Chesebrough (9)	41,800
Jane Dore (12)	9,500		
	*3,600	(* Trash Fish)	
Lindy (7)	4,900		

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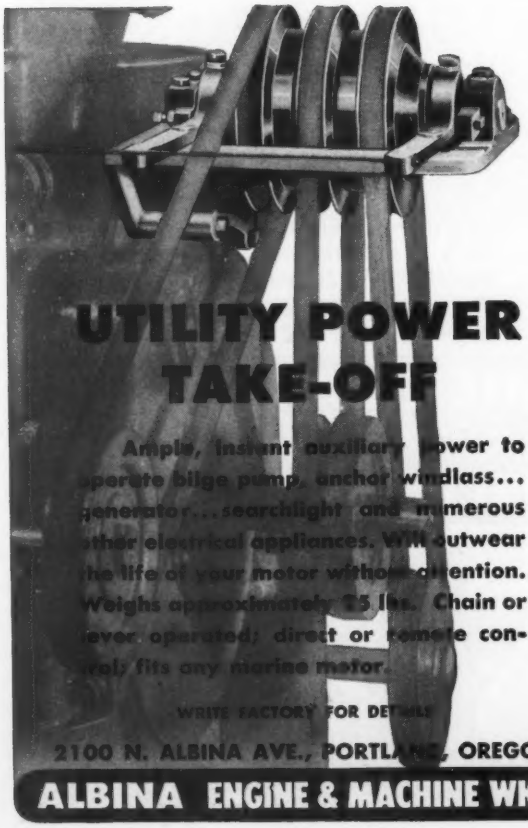

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Ample, instant auxiliary power to operate bilge pump, anchor windlass... generator...searchlight and numerous other electrical appliances. Will outwear the life of your motor without attention. Weighs approximately 25 lbs. Chain or lever operated; direct or remote control; fits any marine motor.

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ALBINA ENGINE & MACHINE WKS.

GLOUCESTER

Alden (9)	88,500	Lady of Good Voyage (3)	258,000
Alvin T. Fuller (2)	173,000	Lassgehn (1)	3,000
American Eagle (4)	65,000	Little Flower (5)	117,000
Ann & Marie (1)	3,000	Little Joe (1)	3,000
Anna Guarino (5)	33,000	Lorine III (1)	7,000
Annie (7)	42,000	Lou Sam (1)	1,000
Annie II (5)	20,000	Madonna (2)	64,000
Anthony & Josephine (7)	82,500	Magellan (1)	75,000
Ariel (5)	19,500	Malolo (1)	50,000
Atlantic (1)	4,000	Manuel F. Roderick (2)	202,000
Ave Maria (1)	12,000	Margie L. (6)	47,000
Baby Rose (2)	124,000	Margie & Roy (6)	10,000
Barbara C. (1)	3,500	Maria Immaculata (6)	71,000
Benjamin C. (2)	419,000	Marie & Winifred (2)	76,000
B. Estelle Burke (2)	105,000	Marion & Alice (2)	230,000
Bethulia (3)	16,500	Mary (7)	44,000
Billy B. (4)	56,500	Mary F. Curtis (2)	269,000
Bobby & Jack (1)	112,000	Mary Jane (2)	295,000
California (10)	90,500	Mary Rose (2)	215,000
Capt. Drum (10)	116,000	Mocking Bird (2)	263,000
Cara Cara (2)	273,000	Mother Ann (2)	418,000
Carlo & Vince (5)	39,000	Nancy F. (1)	10,000
Carol Ann (2)	280,000	Natale III (10)	170,000
Caroline & Mary (2)	322,000	Natalie B. (5)	28,700
Caspian (2)	64,500	North Sea (1)	15,000
Catherine (5)	50,000	North Star (7)	61,500
Catherine Amirault (1)	130,000	Novelty (11)	64,000
Chanco (1)	144,000	Nyanza (1)	2,500
Charlotte M. (1)	130,000	Nyoda (3)	15,500
Chebeague (7)	55,000	Olivia Brown (3)	210,000
Cigar Joe (8)	73,500	Paul Howard (2)	295,000
Columbia (2)	392,000	Philip & Grace (2)	250,000
Conquest (2)	270,000	Phyllis & Mary (4)	59,000
Curlew (1)	165,000	Pilgrim (2)	375,000
Dale (1)	2,000	P. K. Hunt (2)	233,000
Dartmouth (2)	217,000	Pollyanna (2)	173,000
Dawn (4)	23,000	Positive (2)	328,000
Diana C. (1)	3,000	Priscilla (6)	21,500
Dolphin (3)	381,000	Providenza (2)	6,000
Doris F. Amero (1)	62,000	Puritan (2)	320,000
Doris H. (5)	53,500	Raymonde (1)	83,000
Eastern Point (3)	43,000	R. Eugene Ashley (1)	60,000
Edith L. Boudreau (2)	147,000	Rita B. (3)	175,000
Eleanor (5)	48,500	Robert & Edwin (1)	6,000
Eleanor Mae (3)	24,000	Romerly (2)	8,000
Emily Brown (2)	344,500	Ronald & Mary Jane (2)	313,000
Estrela (2)	366,000	Rose & Lucy (8)	146,000
Eva II (4)	12,700	Rose Mary (2)	17,000
Evalina M. Goulart (2)	106,000	Rosemarie (12)	145,000
Falcon (7)	73,500	Rosemarie V. (1)	10,000
Famiglia (1)	1,500	Rosie II (1)	7,000
Felicia (3)	670,000	Rosie & Gracie (10)	122,000
Florence & Lee (2)	280,500	Rosie M. (1)	5,000
Frances R. (4)	111,000	Sacred Heart (6)	69,000
Francis McPherson (2)	265,000	St. Anthony (1)	145,000
Frankie & Jeanne (2)	9,500	St. Francis (1)	3,000
Frankie & Rose (3)	67,000	St. John (3)	12,500
Frederick H. (1)	45,000	St. Nicholas (2)	350,000
Gaetano S. (1)	130,000	St. Peter (4)	68,500
Gertrude (1)	3,000	St. Providenza (8)	60,000
Gertrude E. (5)	18,000	St. Rosalie (2)	93,000
Gloucester (1)	14,000	St. Victoria (2)	115,000
Golden Eagle (3)	422,500	Salvatore & Grace (3)	58,000
Gudrun (2)	370,500	Santa Lucia (7)	48,500
Hazel B. (2)	214,000	Sea Queen (2)	122,000
Helen M. (2)	54,000	Sebastiana C. (2)	50,000
Hilda Garston (1)	114,000	Serafina II (3)	60,000
Holy Family (2)	259,500	Serafina N. (4)	60,000
Ida & Joseph (11)	98,000	Skilligolee (2)	63,000
Immaculate Conception (3)	35,000	Sol (2)	94,000
Irma Virginia (4)	31,000	South Sea (1)	55,000
Isabelle J. II (3)	18,000	Sunlight (1)	161,500
Jackie B. (9)	125,500	Superior (1)	85,000
Jackie B. (Maine) (1)	3,000	Sylvester F. Whalen (2)	307,000
Jackson & Arthur (4)	32,500	The Albatross (2)	300,000
J. B. Junior (7)	150,000	Theresa M. Boudreau (2)	301,000
Jean & Patricia (3)	6,000	Thomas J. Carroll (2)	189,000
Jennie & Julia (5)	124,000	Tina B. (2)	205,000
Jennie & Lucia (7)	159,000	Trimembral (7)	64,000
Johnny Baby (4)	16,500	Uncle Guy (1)	75,000
Jorgina Silveira (3)	59,000	Viola D. (3)	25,500
Joseph & Lucia (2)	333,000	We Three (3)	19,500
Josie II (7)	68,500	Whitestone (2)	66,000
Josie M. (2)	8,500	Wild Duck (2)	278,000
Julie Ann (1)	120,000	Win Story (4)	28,500
Killarney (2)	391,000	Yankee (8)	94,000
Kingfisher (2)	347,000		

NEW YORK

Black Hawk (2)	20,000	Teresa & Jean (3)	224,000
Felicia (3)	200,300	Virginia (2)	84,500
John G. Murley (3)	162,000	Weezie May (1)	3,000
Sally & Eileen (2)	65,000		

Scallop Landings (Gallons)

Antonina (2)	1,300	New Dawn (3)	3,100
Beatrice & Ida (2)	2,100	Norseman (1)	1,000
Benjamin Bros. II (3)	3,200	Olive M. Williams (1)	1,100
Bright Moon (1)	625	Peerless (1)	700
Buzz & Billy (2)	2,000	Phyllis J. (2)	2,025
Catherine C. (3)	3,000	Rainbow (2)	2,000
Charlotte (1)	300	Reid (2)	2,000
Florence B. (3)	3,225	Richard Lance (2)	1,950
Friendship (2)	2,000	Rockaway Belle (2)	1,800
Gloria F. (2)	2,000	Rosalie F. (2)	2,000
Hazel S. (1)	600	S #31 (2)	1,950
Jenny (2)	1,600	St. Rita (3)	2,125
Malice (1)	1,000	Sea Gull (1)	560
Malvina B. (2)	2,000	Sunapee (1)	1,100
Mary Ellen (2)	1,400	Venture (1)	680
Midway (2)	1,200	Whaling City (2)	2,000

North Carolina Croakers Being Tagged in Migration Study

In hopes of discovering where croakers go, James Sykes of the Fish & Wildlife Service, Beaufort, and Dr. Eugene Roelofs of the Institute of Fisheries Research, Morehead City, tagged 230 small croakers on October 13 in the Neuse River at the mouth of Adams Creek.

It is expected that shrimpers will take these croakers in their nets. On the tags, which are small red and white discs, are instructions for sending them to the Fish & Wildlife Service, Washington, D. C.

Tagging the croakers is part of the croaker research program. A cash reward will be paid for each plastic tag received at Washington.

Two hundred fifty more croakers will be tagged along the beach in the near future. It is known that in the Fall the croakers migrate from the sounds to the ocean, but efforts are being made to discover what happens to them after that.

Southport to Have New Menhaden Plant

Ground was broken recently for construction of a new menhaden fish factory on the intracoastal waterway at Southport, just west of the Fort Caswell and Long Beach highway bridge, near the mouth of Beaverdam Creek.

Corporation papers have been issued to Southport Fisheries, Inc. Authorized capital stock is $600,000, subscribed stock $300 by S. S. Toler, Jr., W. R. McAuley, both of Rocky Mount, and W. E. Wells, Southport.

The plant may be completed in time for the next season. Its operators plan to fish five boats of their own, some of which will be former Navy minesweepers. Two of these boats already are being reconverted at New Bern.

Corrosion Testing Facilities Expanded

The formal opening of the new Harbor Island addition to the Kure Beach corrosion testing project near Wilmington, N. C. will be held on November 15 and 16. Presiding at the opening will be Dr. Paul D. Merica, executive vice-president of The International Nickel Co., Inc., New York City.

With the new laboratory and marine exposure racks which have been added at Harbor Island, the Kure Beach project now has increased facilities for the study of over 20,000 specimens of all types of materials in sea water and sea air. It is believed to be one of the largest projects of its type in the world.

The sea water tests were originally located at Kure Beach, where they were first established in 1935. They were moved this year to the new station at Harbor Island, about 20 miles north. The atmospheric testing lot, covering over an acre of ground, is still located at Kure Beach, as is a station about 80' from the shoreline for testing the effects of sea water spray.

Among the more than 20,000 specimens under test are specimens of metals, alloys, non-metallic materials and protective coatings, including paint, and even rope.

The Kure Beach corrosion testing project is under the direction of F. L. LaQue, who is in charge of the corrosion engineering section of International Nickel Co.

To Allow Heavier Oyster Dredges

Members of the Board of Conservation and Development met the latter part of October at Charlotte and raised the maximum weight allowed for an oyster dredge from 100 lbs. to 200 lbs.

They also repealed law No. 89. It is now permissible to haul nets with power boats inside the line "beginning at the northeast end of Howard Reef and running to Oliver Reef Lighthouse; thence to North Point Beacon; thence to King Point."

The Board passed a resolution stating that North Carolina patrol boats or other boats belonging to the State are the only ones permitted to use the State docks at Morehead City, except in case of emergency.

This resolution was the outgrowth of requests by fishermen to tie up at the State docks.

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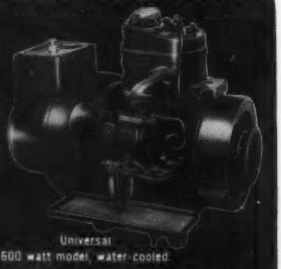

Universal 600 watt model, water-cooled
Universal Motor Co.
436 Universal Drive, Oshkosh, Wisconsin

Nylon Gill Netting

(*Continued from page 17*)

operation, the Commission recently rescinded its action restricting the use of Nylon nets.

Use Nylon for Fish Pot Funnels

Some New Jersey fishermen have used Nylon to make the funnels for their fish pots, according to the Fish & Wildlife Service's Fishery Marketing Specialist stationed in that State. Fishermen who have tried Nylon are reported to be enthusiastic about the results, pointing out that new funnels made of Manila and some types of cotton cord usually have to be replaced every season, whereas funnels made of Nylon have not needed replacement.

Although the Nylon cord is more expensive, it is expected that a majority of the operators of pots in the New Jersey area will be using it before the end of the 1951 season.

Tests Comparing Nylon and Cotton Nets

Recent tests comparing the fineness, tensile strength, and effect of immersion on Nylon and cotton nets illustrated several advantages of the Nylon fish netting over conventional cotton netting. The experiments were conducted by Brownell & Co., Moodus, Conn., distributors of "Nylock" twine manufactured by Heminway & Bartlett Mfg. Co., Watertown, Conn.

The first series of tests used #46 Nylock versus 70/6 cotton—comparable twines in yardage per pound—to determine their tensile strengths. The cotton failed at 3 lbs., while the Nylock failed at 6 lbs. tensile strength.

The second series of experiments was to establish the effect of water on the two types of netting. New nets of #34 Nylock and 90/6 cotton, both having equal yardage per pound, were submerged in fresh water for 72 hours, and showed considerable dissimilarity. The Nylock net showed almost no discoloration or micro-organism attack from the water; the cotton, in contrast, even in so short a time, was markedly discolored from attack by slime and fungus, particularly at the knots. Further tests now are being conducted to determine the effect of submersion on their relative tensile strengths.

Norwegian Experiments

The Norwegian Fisheries Department has carried out experiments in the Fladen herring fisheries with a Nylon trawl, of the usual Swedish type. The conclusions were that the catch was about four to five times as large as the catches made with ordinary cotton trawls, in spite of the fact that the type of net was exactly the same.

A possible explanation is that since Nylon is lighter than the ordinary trawl material and does not absorb water, the upper part of a Nylon trawl floats more easily. In addition, Nylon is smoother than ordinary material and offers less resistance when dragged through the water. For these reasons, it is likely that the Nylon trawl keeps a larger opening than the ordinary trawl. The Nylon trawl also seemed to be much stronger than trawls of ordinary material.

Comments of Users

F. G. Shaw, owner of Circle Fisheries of Erie, Pa., comments as follows on the new nets: "Nylon catches more fish because the nets are less visible in the water. They have other advantages, too. They are light, rotproof, will not mildew and are not affected by marine organisms, gasoline and oil. They don't have to be dried after use, either, which eliminates the need for extra sets of nets on vessels. There is, however, one headache from Nylon: too much elasticity."

Capt. Albert Arnold of Gloucester, Mass. was one of the pioneers in the use of spun Nylon gill nets. He said: "I have been in the fishing business for over 40 years. When I heard about this Nylon netting, I was interested enough to go to the factory to have them make my nets of Nylon, I have been fishing with them since last April (1949). The nets are working out very satisfactorily—no rotting, no need to hang up and dry before re-using, and they are catching fish a little better than other twines. When these

Boston Haddock Production Shows Large Gain

Totalling 15,310,900 lbs., October fish landings at the Boston Fish Pier were nearly 3 million lbs. larger than those of the same month of 1949. The average price dropped from $8.20 per hundred pounds to $7.44, reflecting the effect of the larger catch.

Haddock, with 10,171,100 lbs., accounted for nearly two-thirds of the entire landings. The haddock catch was approximately twice as large as that of October, 1949. Swordfish landings totalled 8,161 lbs., whereas no swordfish were brought in during October of last year.

However, the 1,610,750-pound cod take was down over half a million pounds from October, 1949 landings; the redfish catch dropped half a million lbs. to 522,400 lbs.; and whiting production, which totalled 404,500 lbs., was off by almost a million pounds.

Fish production for the first ten months of this year amounted to 146,737,700 lbs., as compared to 154,023,700 lbs. in the 10-month period last year. The average price was $7.92 per hundred lbs., about $1.00 higher than last year.

Clams Flown from Boston to Los Angeles

Twenty-five bushels of clams were landed in Los Angeles on October 19 from Boston, in what is believed to be the first transcontinental flight of such a shipment.

On hand at the airport to greet them were two clam-hungry former Bostonians, William A. Worton, Los Angeles Police Commissioner, and "Bean" Reardon, former National League umpire.

They and some 498 others disposed of the clams at an old-fashioned clambake the following day.

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nets are in the water, they throw off little silvery glints that seem to attract the fish."

Another veteran commercial fisherman operating out of Portland, Me., Capt. Ole Mikkelsen, had this to say: "It is easier and faster to unsnarl Nylon nets after they are twisted in hoisting them aboard the fishing boat."

Gill nets hang in the water like sheets on a clothes line. They are secured at the top by floats and held down at the bottom by weights. Some of the operators claim that it is possible to set gill nets of Nylon faster than other nets because they tangle less.

Fishermen who buy nets by weight get a third more yardage with Nylon than with linen, and half again as much as with cotton. When one realizes that a string of gill nets may run out four miles or so in length, and that it must be pulled into the boat to remove the fish, the advantage Nylon has in lightness of weight may be recognized.

In addition, Nylon retains its strength longer than other fibers. Because of its long lasting strength, Nylon has less breaks, and fishermen are spared the time and trouble of repairing broken netting on a fishing boat in frigid weather.

Most fishermen who have used any type of Nylon nets agree on one point: If the Nylon fiber continues to retain its strength and stand up under actual use as it has done thus far, the need for replacing nets every few months or each year soon will become a thing of the past.

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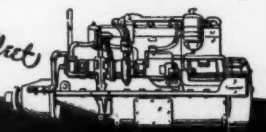

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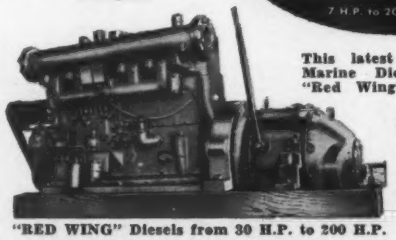

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Canadian Report

By C. A. Dixon

On the Canadian Atlantic Coast in Sept. the catch —81,614,000 lb.—was 2.2 per cent higher, but the value to the fisherman—$2,825,000—was 1.2 per cent lower than the corresponding figures for the same month of 1949. For the first nine months of the year the cumulative totals of 626,385,000 lb. and $25,841,000 were higher by 10.7 and 12.7 per cent respectively than those for the like period of last year. The most notable increases were in the value of the lobster and halibut fisheries, the most notable declines those of cod and sardines.

To Increase Number of Lobster Traps

Hopes are being pinned on the coming lobster and scallop seasons to compensate for the failure of the sardine school since October came in. There is a chance, too, that November will turn out all right for trawlers. Pollock fishermen have been catching some fish which are bringing good prices. The fish this fall are not as large as usual at this time of year. The absence of the big fellows is attributed to the fact that during the Summer the pollock were undersized in most areas in the Bay of Fundy. As a consequence the little fish kept chasing herring schools along the shores, and every fisherman knows that this keeps the pollock whittled down, as it were, since they are constantly on the move and do not take time to feed on shrimp and laze around a bit now and then. Usually shrimping pollock caught in Quoddy River near the International boundary line near Eastport are the fattest fish of the kind caught anywhere on the Atlantic Coast.

There are indications that there will be an increase in the number of lobster traps dumped into the sea in southern New Brunswick this season. One reason for this prediction among fishermen is that the 1950 fishing season to date in most branches has not been too profitable. True it is that sardines, herring and pollock were very plentiful all Summer, but prices received for the fish were way down. Consequently many will turn to lobster fishing and scalloping in an attempt to balance things up, as fishermen are commencing to realize that it does not pay to have their eggs all in one basket. It is better to follow different branches of the fishery than to stick to one only. A few boats are scalloping at Grand Manan, but so far they have made scant landings. With colder weather coming on, however, scallop fishing should improve. Last year in the early Winter excellent catches of the bivalves were made on the New Brunswick side of the Bay of Fundy, and there is reason to believe that this will occur again.

New Lobster Pond

A brand new lobster pond will be stocked with live lobsters this Fall at Deer Island. It is located at Bar Island in Leonardville Harbor just above the bar on the island side. The owners are said to be Richard Eaton and Charles Barteau. This is the third lobster pond of the open sea type to be built in the vicinity of Deer Island, the other two owned by Conley's Lobsters, Ltd., of St. Andrews, being located at Bain's Island and Northern Harbour, respectively. There are a number of such ponds located at Grand Manan also, including that of McLaughlin Bros. and O. B. Morse.

Dragger Being Built at New Boatshop

At the new boatshop of Connors Bros., Ltd., of Black Harbor, in the village of Willingdon, a 70-ft. dragger is being built for the New Brunswick Fishermen's Board. This boatshop has an arched roof, and each of its 25 arches contain 1,000 feet of lumber. The shop is 100 feet long and 60 feet wide, and 36 feet to the top of the arched

Vineyard Bailings' Allen

Ends Vacation

Before leaving Denmark for home, Joseph C. Allen, the Wheelhouse Loafer of Martha's Vineyard Gazette, wrote his co-workers. We are relaying the letter to his Atlantic Fisherman readers.

Dear folks: Still heading south and here we are in Odense. I didn't realize that mail would follow us so quickly and efficiently. The reason that I haven't written more is that I have notes enough to fill three or four ordinary editions, and you will have to tell me in advance how many pages I may have.

I wouldn't be surprised if you notice some Danish influence in my writing. I know it has affected my speech slightly. Trying to talk with people who know little or no English is bound to do things to anyone after a while.

The weather for the past week has been just like that in the Pacific Northwest. It has rained in torrents by fits, and then the sun has shown. Somehow we have dodged the showers, but I have had my first cold in nearly two years and the worst one of my life. It's nearly gone, praise be!

Like a Load of Hay

Never will I get used to sleeping under a feather bed. It's bad enough to sleep *on* one, but when you get under one, it reminds me of once when a load of hay capsized and buried me under it. Thanks be I do not suffer from claustrophobia.

I have never seen finer farms in my life, and most of them are harvesting sugar beets. Denmark produces quantities of sugar. All sorts of flowers, including many varieties of roses, are still blooming and the landscapes are very gay and colorful. My impression is that if a Dane has a square yard of land he lays out a formal garden. If he has two yards he makes a park. The result is something that is difficult to imagine, but very beautiful.

I have seen several hunters. Danish hunters, it seems, dress as if they were going to play golf, sling their guns on straps over their shoulders, light their pipes, and then mount their bicycles and ride over the countryside like Paul Revere. I don't know if they ever shoot anything or not, or if they ever try, but there are plenty of hares, partridge, wild geese and ducks, possibly other things. They shoot deer somewhere, too. I walked through a herd of some hundreds in the King's park, fallow and what I call red deer. The bucks were none too friendly, the autumn being near.

We leave here for Nyberg, and then back to Copenhagen where we pick up our tickets, and pack the bags. We sail from Gothenburg, Sweden, and I hope to Jonah that we have Westerly Winds. I don't mind some motion if there is any excuse. But the *Stockholm* rolls at the dock, which is too darned much!

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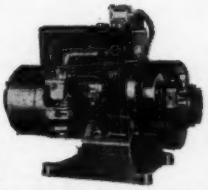
roof from the floor. It is 22 feet under the beams. The mold loft floor is 22 by 100 feet.

The marine railway at the boatyard is 90 feet long and 30 feet wide, and the boats are hauled into the shop by a 20 hp. motor operating a winch. The shop consists of one large room which will accommodate two boats at a time. Boats of the Company's fleet from Black's Harbor, Beaver Harbor, and Fairhaven are serviced at the boatyard.

P.E.I. to Experiment Using Draggers

The first experiment by Island fishermen in using draggers will commence shortly, using a trawler nearing completion in New Brunswick. This one has been contracted for by the Provincial Government, with a 60,000 lb. capacity and calling for a crew of five. Meanwhile the provincial Department of Industry plans to experiment with a much smaller type, 25,000 lb. capacity, and capable of working out of shoal harbors on the north side of the Province.

ONAN MARINE Electric Plants



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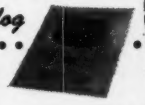

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Kaar Engineering Co., Palo Alto, Calif.
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*Wilfrid O. White & Sons, Inc., 216 High St., Boston 10, Mass.

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*Cummins Diesel Sales and Service of New York, Inc., 1030-1044 Leggett Ave., New York 55, N. Y.
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*Advanced Marine Products Corp., 211 Northern Ave., Boston 10, Mass.

PAINTS
Amercoat Division, P.O. Box 3428, Terminal Annex, Los Angeles 54, Calif.
Hart and Burns Inc., Riverside, Calif.
Henderson & Johnson, Inc., Gloucester, Mass.
*International Paint Co., Inc., 21 West St., New York, N. Y.
Pettit Paint Co., Belleville, N. J.
*Pittsburgh Plate Glass Co., Pittsburgh, Pa.
Tarr & Wonson, Ltd., Gloucester, Mass.
C. A. Woolsey Paint & Color Co. Inc., 229 East 42nd St., New York 17, N. Y.

POWER TAKE-OFFS
*Albina Engine & Machine Wks., 2100 N. Albina Ave., Portland, Oregon

PROPELLERS
*Columbian Bronze Corp., Freeport, N. Y.
Federal Propellers, Grand Rapids, Mich.
F. Ferguson & Son, 1132 Clinton St., Hoboken, N. J.
*Hyde Windlass Co., Bath, Me.
*Michigan Wheel Co., Grand Rapids, Mich.

PROPELLER SHAFTS
*The International Nickel Co., Inc., 67 Wall St., New York 5, N. Y.

PUMPS
The Edson Corp., 49 D St., South Boston, Mass.
Marine Products Co., 515 Lycaste Ave., Detroit 14, Mich.

RADAR
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.

RADIO RECEIVERS
National Company, 61 Sherman St., Malden. Mass.

RADIO TELEPHONES
The Harris Co., Portland, Me.
Hudson American Corp., 25 West 43rd St., New York 18, N. Y.
Jefferson-Travis, Inc., 76 Ninth Ave., New York 11, N. Y.
Kaar Engineering Co., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
Sargent, Lord & Co., 42 Portland Pier, Portland, Me.

RANGES
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.
"Shipmate": Stamford Foundry Co., Stamford, Conn.

REDUCTION GEARS
Auto Engine Works, Inc., 333 A. North Hamline Ave., St. Paul, Minn.
Snow-Nabstedt Gear Corp., Welden St., Hamden, Conn.
Twin Disc Clutch Co., 1341 Racine St., Racine, Wis.
G. Walter Machine Co., 84 Cambridge Ave., Jersey City 7, N. J.
Western Gear Works, 2600 E. Imperial Highway, Lynwood, Calif.

RUST PREVENTIVE
*Sudbury Laboratory, Box 780, South Sudbury, Mass.

SEAM COMPOUNDS
Standard Dry Wall Products, Box X, New Eagle, Pa.

SHIPBUILDERS
Bethlehem Steel Co., Shipbuilding Division, East Boston 28, Mass.
Delaware Bay Shipbuilding Co., Inc., Lewesburg, N. J.
*Diesel Engine Sales Co., Inc., St. Augustine, Fla.
*Liberty Dry Dock, Inc., Foot of Quay St., Brooklyn 22, N. Y.
*Frank L. Sample, Jr., Inc., Boothbay Harbor, Me.
*Story Marine Railway, South Portland, Me.

SILENCERS
John T. Love Welding Co., 31 Wharf St., Gloucester, Mass.
The Maxim Silencer Co., 65 Homestead Ave., Hartford, Conn.

STEERING GEAR
The Edson Corp., 49-51 D St., South Boston, Mass.
Sperry Gyroscope Co., Division of the Sperry Corp., Great Neck, N. Y.

STERN BEARINGS
*"Goodrich Cutless": Lucian Q. Moffitt, Inc., Akron 8, Ohio.
Hathaway Machinery Co., New Bedford, Mass.

WHISTLES
*Cunningham Mfg. Co., 4200 West Marginal Way, Seattle 6, Wash.

WINCHES
Bodine & Dill (formerly Hettinger Engine Co.), Bridgeton, N. J.
Bromfield Mfg. Co., Inc., 246-256 Border St., East Boston 28, Mass.
Hathaway Machinery Co., New Bedford, Mass.

WIRE ROPE
American Steel & Wire Co., Rockefeller Bldg., 614 Superior Ave., Cleveland 13, Ohio
Bethlehem Steel Co., Bethlehem, Pa.
*John A. Roebling's Sons Co., Trenton 2, N. J.
Wickwire Spencer Steel Division, Palmer, Mass.

Sounding-Lead

(*Continued from page 9*)

products, and this will probably be reflected in intermittent decreases in demand for fishery products and accompanying declines in the price level.

In the field of by-products, fish oils will probably be selling at somewhat higher prices than a year earlier, with a moderate demand, and fish meal markets will be quiet but fairly firm.

MEXICAN LOAN Irving Usen, president of the National Fisheries Institute, has protested to the Secretary of State against the granting of a loan of $1,200,000 to Mexican interests for the purpose of constructing 25 shrimp fishing vessels. It is understood the vessels would be built for use in the Gulf of California. Although the loan has been approved, the money has not yet been actually transferred.

Usen advised the Secretary of State that imports of all kinds of fish and shellfish and by-products are pouring into the United States in unprecedented abundance. He stated that he did not understand how this Government could, in justice to the American fishing industry, make loans to foreign competitors for the purpose of placing them in direct competition with American industry.

RECORD TUNA PACK A record-breaking tuna pack of 8,500,000 standard cases for 1950 is in sight if packing continues at the present rate. Even if production should decline during the next two months, this year's pack will probably exceed that of last year by a million cases. In 1949, 7,290,000 cases of tuna were packed.

This will be the sixth successive year that a record has been established by the tuna industry. The average pack for the record-breaking years of 1944 to 1949 was 5,500,000. During the war, tuna production dropped, reaching a low of 2,500,000 in 1942. While 1940 had a record pack of 4,188,000, the 1935-39 average was less than 3,000,000.

Increased tuna production this year will only partially offset the loss in the production of canned salmon. The salmon pack this season, which was the smallest since 1921, was 75,000,000 lbs. less than in the previous season. This year's increase in tuna is estimated at about 25,000,000 lbs.

Imports of canned tuna also will provide additional supply with nearly five times as much tuna being imported as in 1949. During the first eight months of this year, imports amounted to 15,863,000 lbs., as compared to 3,379,000 lbs. last year at the same time. Foreign producers are rushing their packs to the United States before the tariff of 22½ percent ad valorem on tuna is increased to 45 percent on January 1.

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CLASSIFIED ADVERTISING

Rates: $1.00 per line, $5.00 minimum charge. Count 9 words to a line. Closing date, 25th of month. Atlantic Fisherman, Goffstown, N. H.

WANTED

Offshore dragger, wood construction, not over ten years old, to ice 150/160,000 lbs. of fish. Heavy duty Diesel engine with auxiliaries and complete fishing gear. Also menhaden fish boat just under 200 gross tons with complete outfit—speed 12 miles or over, or a suitable boat to convert. Knox Marine Exchange, Camden, Maine.

LINE TRAWLER FOR SALE

Fully equipped line trawler, 43½ x 13½ x 3½. Built in 1948, Gray Diesel, direction finder, telephone, plenty cod, haddock, halibut gear. An able boat, now fishing. Buyer can retain best Captain and crew on coast. Boat, engine and gear in excellent condition. Present owner going West, must sell. Genuine bargain. Paul Petersen, 138 Powder House Blvd., Somerville, Mass.

ENGINE FOR SALE

Thoroughly rebuilt. Superior Marine Diesel 6 cyl., 100 hp., Model MRA6 special, with 32 volt system, 3:1 reduction gear, Twin Disc power take-off, fresh water cooled, 34 x 32 propeller, spare cyl. head, starter, oil and water pump. Capt. Ed Brex, Berlin, Maryland. Phone Ocean City, Md., 583. Price $1,400.

FOR SALE

1 new 225 hp. Gray GM 6-cyl. Diesel, 2:1 reduction, price $3200.

2 Witte 6 kw. single cylinder Diesel generators, 110-140 volts DC; one new, one hardly used, price $1200 and $900.

1—80 ft. x 21 ft. beam ELCO PT hull, excellent condition; no deck, ideal for party or house boat conversion, $4200.

Luders Marine Construction Co., P.O. Box 1275, Stamford, Conn.

MARINE ENGINE FOR SALE

171 hp. Buda Marine Diesel, 3:1 Twin Disc reverse and reduction gear. Excellent condition. Call New Bedford, Mass., 3-6355.

POWER BOAT FOR SALE

74' x 18' x 6' round bottom, timbered and sealed, with 225 Gray Diesel engine. Boat and engine recently overhauled. A rare bargain. Capacity, 100 tons. Price $9500. C. M. Lewis, Tidewater, Va. Phone Warsaw, Va. 851.

DRAGGER "ROSEMARIE V." FOR SALE

Length 64, beam 16½. Cooper-Bessemer Diesel, 150 hp., 4 years old. Fish hold, 75,000 lbs. All oak, of heavy construction. Also rigged for swordfishing. An 8 hp. Lister and spare generator, very latest navigation equipment. A 25 RCA telephone, 2 radios and Loran. New batteries, 4 nets and 3 dories. Everything in perfect condition. Price, very reasonable. Phone Gloucester, Mass., 4468.

DRAGGER "MARY ANN" FOR SALE

Fully equipped for dragging and scallop fishing. 61' x 17' x 8'. Everything new: Cummins L600 Diesel, Bendix depth recorder, ship to shore radio, Kaar direction finder; put in commission in 1947 and in excellent condition. John Larson, 12th St., Barnegat Light, N. J. Telephone Beach Haven, N. J. 4-9002.

ENGINE FOR SALE

Fairbanks-Morse Marine Diesel, 6 cylinder, 180 hp., Model 35 F 8¾, 4 years old, Kinney clutch fore and F-M marine clutch aft, extras, $2500.00 f.o.b. Greenport, L. I. Write Philip Reinhardt, Southold, L. I., N. Y.

FOR SALE IN MIAMI, FLA.

Long established and profitable Diesel and marine engine, generator, boat and accessories business on waterfront in heart of down-town Miami. Fully equipped and well stocked. Display room, office, shop, docks, parking lot and beautifully furnished 2nd story apartment. Large street frontage. Long reasonable lease. Owners going into service; will sell everything excepting stock for only $10,000 cash. Stock consisting of single and matched pairs of 671 G. M. Diesels and other leading makes, generator plants and accessories at cost, or can be sold separately. Gulf Atlantic Machinery & Marine Inc., 198 S.W. North River Dr., Miami, Fla. Phone 3-2832.

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"Trinity" and "Queen of Peace"

57' o.a. x 15' x 7.2'
Capacity 45,000 lbs. Iced Fish
Fully Equipped to Fish

One with New 150 hp. Model 40 Superior

One with 120 hp. Model D13000 Caterpillar Diesel, new in 1949

Both equipped with Radio, Loran, Direction Finder, Fathometer and New England winch winding 300 fm. ½" wire

Built at South Portland, Me. in 1941 from Eldredge-McInnis design

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Union Wharf, Portland, Maine Tel. 3-3805

DRAGGERS FOR SALE

Small fully equipped dragger 35' x 11' x 5'. Hard pine planking. Chrysler Crown 3:1 red.

Western type dragger 46' x 12' x 6'. G. M. Diesel 2:1 red. Machinery and gear nearly new. A 12 knot boat with fish capacity over 30,000 lbs.

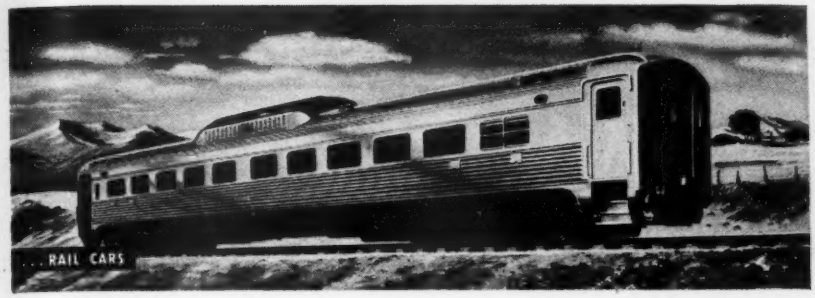
Eastern type dragger 52' x 13' x 7'. All oak construction, built Maine 1946. 120 hp. Buda Diesel.

Eastern type dragger 70' x 17.6' x 9'. Built Essex 1942. Heavy all oak sawed frame construction. 171 Buda 3:1 red. new 1948.

Other similar first class draggers. Edwin B. Athearn, Marine Broker. Fishing & Commercial Vessels. New and Used Engines. Falmouth, Mass. Tel. 1715 or 409-W.

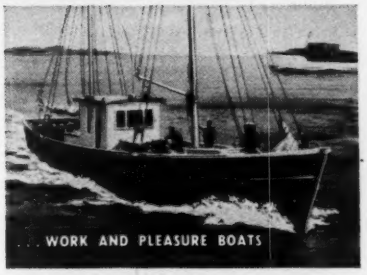
BOAT FOR SALE

58' fishing vessel *Content*, 65 hp. Atlas Diesel engine. 2 fluke nets, 1 balloon net, 2 scallop dredges. In good condition, now fishing. Price reasonable. Malvin Rasmussen, North 5 Ave., Bay Shore, N. Y. Tel. Bay Shore, N. Y. 4207.



This is the Diesel

that speeds the big jobs



HERE IT IS—the newest member of the General Motors Diesel family—the brawny 6-110 engine that develops 275 horsepower.

It is 50% more powerful than the famous 6-cylinder GM "71" engine that powers so many trucks, buses, boats, construction equipment and other mobile, portable and stationary units.

This rugged new Diesel doesn't care what's tied to its tail. It has power to spare to keep big jobs humming, yet is so compact it doesn't hog space.

For example, each new Budd RDC rail car is driven by a pair of 6-110 Diesels with GM torque converter transmissions. The compactness of these power plants permits mounting them under the floor so that no revenue space is lost. These rail cars accelerate from standstill to 44 miles per hour in just one minute and have a top speed of 83 mph with a full load.

Like all other GM Diesel engines the 6-110 is two-cycle—delivers power on every piston downstroke. This advanced design cuts down Diesel size without sacrificing ruggedness; it insures fuel economy, lower maintenance costs, exceptional dependability and long life.

The GM 6-110 engine provides Diesel power at its best for heavy-duty jobs—not only for rail cars but in the largest mountain-type trucks, huge rock crushers, deep-sea fishing and pleasure boats, big pumps and compressors, mining and oil field equipment. *It is an exceptionally compact Diesel for its horsepower—an engine that gives remarkably fine performance in minimum space.*

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SINGLE ENGINES . . . Up TO 275 H. P. **DETROIT 28, MICHIGAN** MULTIPLE UNITS . . . Up TO 800 H. P.

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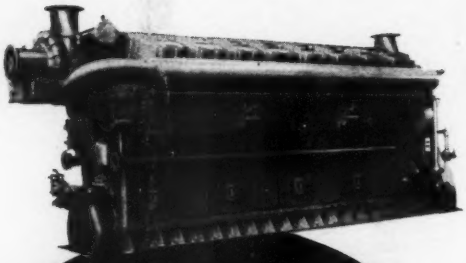
Only GM Diesels provide all these advantages

Compact size—less weight per horsepower . Two-cycle smoothness, power on every downstroke . Quick starting, on its own fuel . Unit injectors—no high-pressure fuel lines . Rapid acceleration . Cleaner burning . Better high-altitude performance . Easy accessibility.

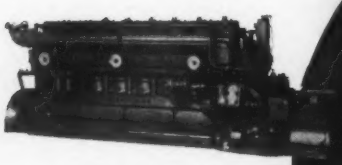
"Your Key to Power Economy"

TYPE LSV.....12 or 16 cyl.
Atmospheric .....1500 to 2000 hp.
Supercharged .....2170 to 3600 hp.

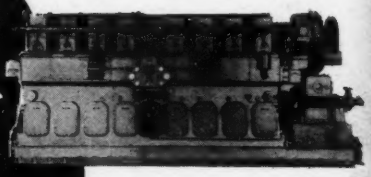


TYPE ENB.....4, 6 or 8 cyl.
Atmospheric ..... 110 to 310 hp.

TYPE LS .....6 or 8 cyl.
Atmospheric ..... 750 to 1000 hp.
Supercharged .....1085 to 1800 hp.

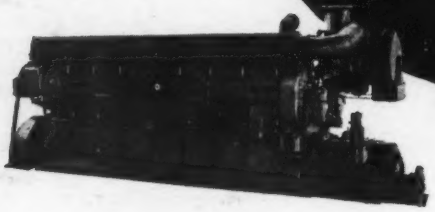


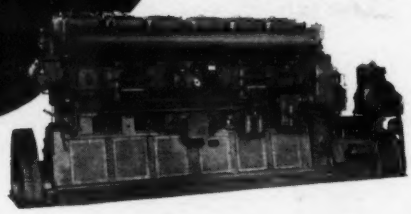
COOPER-BESSEMERS.... Your best bet from 140 to 3600 hp.



TYPE GS .....6 or 8 cyl.
Atmospheric ..... 355 to 470 hp.
Supercharged ..... 510 to 680 hp.

TYPE JS .....6 or 8 cyl.
Atmospheric ..... 515 to 685 hp.
Supercharged ..... 740 to 1300 hp.





PICTURED above are Cooper-Bessemer direct reversing marine diesels of five different types, all thoroughly work-proved, all offering the peak efficiency, long life and low maintenance for which Cooper-Bessemers are so well known throughout the marine industry. Note the horsepower ratings given. These are the latest ratings as influenced by refinements in design as well as new or improved operational features.

Above all, these Cooper-Bessemer marine diesels are rugged, work-wise engines if there ever were any. From oil sumps to cylinder heads they are engineered to help you squeeze maximum profit from work boat operation.

If you have a powering or repowering job coming up, check with the nearest Cooper-Bessemer office. Be sure to get *all* the facts on the distinctive features that pay off for Cooper-Bessemer users time and time again.

The Cooper-Bessemer Corporation

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hp.
hp.

5 hp.
0 hp.